REGISTERED No. 61—1871.

The Bombay Gazette.

No. 7,332.—NEW SERIES. BOMBAY :—THURSDAY, AUGUST 8, 1872. SUBSCRIPTION IN ADVANCE { FOR A YEAR .....Rs. 42 / FOR SIX MONTHS.. ...Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	.....	Rs. 42
Half Year	,, ...	,, 24
Three Months	,, ...	,, 14
One Month	,, ...	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 3 8
Third do	,, 2 8
Fourth and succeeding insertions	,, 0 2½ As.

line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding.....	2½ ,, ,,

in the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

DOMESTIC OCCURRENCES : EACH—RUPEE 1.

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

OVERLAND ROUTE.

On Friday, the 9th August, at 3 P.M., from Marseilles.

THE P. & O. Co.'s S. S. CHINA, (2,010 tons, and 400 H.P.) Captain C. G. PERRINS, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Marseilles on the day of the Steamer's departure, before 10 A.M. in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Marseilles at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 12th August, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. BEHAR, (1,723 tons and 300 H.P.), Captain W. E. DUNDAS, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no package will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before noon, on Friday, the 9th August.

GEORGE F. HENRY, Superintendent.

STEAM TO LIVERPOOL.

S.S. NEERA.

THE Steam-ship NEERA, 2,200 Tons, 300 Horse Power, C. C. CORNEY, Commander, will sail for Liverpool via Suez Canal on the 8th August.

RATES OF FARE FOR PASSENGERS.

To LIVERPOOL via CANAL, 1st Class....Rs. 500 } Exclusive of
,, SUEZ 1st ,, ... ,, 350 } Wines.

For Freight or Passage apply to

STEARNS, HOBART, & Co,
Rampart Row, 6th July 1872.

WILSON LINE.

LIVERPOOL via SUEZ CANAL.
S.S. HIDALGO, 1,800 TONS.

THIS Fine New Steamer, specially built for the East India Trade, will be DESPATCHED as above early in SEPTEMBER.

The accommodation is amidships and well ventilated. The Cabins contain only two or three berths each, so that overcrowding will be avoided. A Surgeon and a Stewardess are carried.

FARES, EXCLUDING OF WINES, &c.
FIRST CLASS TO LIVERPOOL .....Rs. 500
,, ,, SUEZ..... ,, 300

For further particulars apply to

GRINDLAY, GROOM, & Co.

1st August 1872.

STEAM COMMUNICATION WITH ITALY.
(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.
The regular Steamers leave

GENOA on the 24th, and of each month. BOMBAY on the 1st

PASSENGER RATES.
Inclusive of all Transit Fees through the Suez Canal.)

To Aden	1st Class. £22	2nd Class. £15	3rd Class. £4
Suez	35	22	6
Port Said	36	24	9
Alexandria	39	25	9-10
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles, if shipment at Genoa)	52	35	14-10

Including Wines, Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next Steamers from Bombay :—

INDIA, on SUNDAY, 1st SEPTEMBER 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.
Bombay, 30th September 1871.

Under Contract with Government.

THE BROACH and GOGO STEAM FERRY will COMMENCE PLYING immediately after the S. W. MONSOON.

No. 33, Meadow Street, Bombay.

CONSIGNEES of CARGO per s.s. CELLA, arrived from LIVERPOOL, are requested to send their BILLS of LADING and DELIVERY ORDERS, for our inspection and counte signature, and to TAKE DELIVERY of their respective Goods from the Bunders.

W. & A. GRAHAM & Co.,
Agents s.s. Cella.

Bombay, 5th August 1872.

T. CHATELAIN-MONTANDON, WATCHMAKER, JEWELLER, AND OPTICIAN,
BY APPOINTMENT

To their Excellencies the VICEROY of INDIA, LORD and LADY NAPIER of MAGDALA and the Lt. GOVERNOR of the PUNJAB, the MAHARAJAHS of JEYPORE CASHMERE, and GWALIOR.

Hummum Street .....Bombay.
Argyll House .....Simla.
East Street .....Poona.

Orders for Up-country not accompanied with Remittance will not be attended to.

T. CHATELAIN-MONTANDON.

FOR CLEANING PLATE USE GODDARD'S PLATE POWDER.
(NON-MERCURIAL.)

This Powder has obtained a reputation throughout the United Kingdom and the Colonies which no other unequalled by any article ever introduced for Cleaning Plate.

See the recommendations of more than 500 LEADING FIRMS which accompany each box. Sold by Chemists, Ironmongers, &c., and by

THE INVENTOR,
J. GODDARD, Leicester.

AGENTS FOR BOMBAY—MESSRS. TREACHER & Co.

JOB PRINTING in all its BRANCHES.—Ornamental Printing in Colours and in Gold. Bills, Broadsides, Theatrical and Musical Programmes, Cards of all descriptions; Banking and Mercantile Ledgers, Memo. Heads, &c., &c. Machine-ruling and Paging, and Book binding. Estimates forwarded on application to the Manager.

BOMBAY GAZETTE STEAM PRESS.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the Public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel-keepers, Merchants, Traders, and others who wish to force their business on the notice of the Public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two Trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their announcement in Railway Stations a most desirable means of extending their business.

And as nearly ALL TRAVELLERS ARRIVING IN INDIA NOW LAND AT BOMBAY, and proceed by the G. I. P. or B. B. and C. I. Railway, to their destination, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' business to the notice of the Public.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the Public.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

SALES BY AUCTION.

CRAWFORD AND COMPANY, 3, MARINE STREET, BOMBAY.

SALE OF A HOUSE IN CAVEL STREET.

THIS DAY THURSDAY, the 8th August, at 4 P.M., Messrs. CRAWFORD & Co. have been instructed to sell by Public Auction on the premises.

All that piece of Fazundaree Ground, situate at Cavel Street, in the Ourt called Kawal, alias Gaiwady, with the dwelling-house thereon, admeasuring 38 square yards, assessed under No. 115, and bounded on the east by the house of Kewal's Butler, on the west by a public passage, and house of Bhicajee Nusser-wanjee Kurrunjia, on the north partly by the house of Joseph Bocarro, and partly by a piece of vacant ground, and on the south by sweepers' passage and house of Elias Britto Pereira.

AUCTION SALE OF VALUABLE BUNGALOW, OUT-HOUSES AND GRAWL AT MALABAR HILL.
(Unless previously disposed of by private Contract.)

On WEDNESDAY, the 14th day of August 1872, at 4 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, on the premises, under the power of sale contained in the Indenture of Mortgage dated the 25th day of March 1871, by order of the Mortgagee and on account and at the risk of Bhanjee Nundoo, Premjee Nundoo, and Jairam Nundoo, partners in the firm of Bhanjee Nundoo, the Mortgagors, the undermentioned property, all that piece or parcel of land or ground, with the messuage, tenements, dwelling-houses, bungalows, and chawl or range of shops standing thereon, with the appurtenances situate without the Fort of Bombay, in the sub-district of Bhoodeshwur, on the west side of the Malabar Hill Road, containing by admeasurement 3,951 square yards or thereabouts, and bounded on or towards the south by the property of Kavubhoy Jaichund, on or towards the north and west by a public passage, and on or towards the east by the said Malabar Hill Road, and which premises are assessed by the Collector of Land Revenue under No. 303, and by the Collector of Municipal Taxes under No. 49 B and 49 C and the same were formerly occupied by A. H. Johnstone, Esq., and another, and are now in the occupation of H. W. Payne, Esq., Solicitor, and others.

For further particulars and conditions of sale, apply to Messrs. SHAPOORJEE & THACKURDASS, the Mortgagee's Solicitors, at their Office in Apollo Street, where a plan of the property can be seen.

CRAWFORD & Co.

Bombay, 8th August 1872.

INDIAN TRAVELLERS' GUIDE.

PASSENGERS by Rail or Boat arriving in Bombay will find full and accurate information regarding every ROUTE of TRAVEL from this City to other parts of India and abroad, in the "INDIAN TRAVELLERS' GUIDE," published at the *Bombay Gazette* Press on the 1st of each month. This "GUIDE" is the only one published in Bombay, and containing alterations in the service of Trains and Steamers on this side of India corrected up to date. The "GUIDE" has an excellent Railway Map of India, and an Introduction giving much useful information to Strangers staying a week or two in Bombay.

PRICE—EIGHT ANNAS.

ANNUAL SUBSCRIPTION ..... Rs. 5.

The GUIDE may be obtained at
The "BOMBAY GAZETTE" OFFICE,
The BOOKSELLERS,
The BOMBAY HOTELS, and
The PRINCIPAL RAILWAY STATIONS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The s.s. DELHI, from Suez, has brought the Cargoes of the following Vessels :—

ACCELERATED CARGO Ex
S.S. DELTA, from Southampton, 11th July 1872.

UNACCELERATED CARGO Ex
S.S. MASSILIA, from Southampton, 4th July 1872.

GEORGE F. HENRY,
Superintendent, P. & O. S. N. Company.

THE BOMBAY GUN CLUB will meet for PRACTICE at COLABA THIS AFTERNOON, at 4 o'clock, weather permitting.

NEW BANK OF BOMBAY (Limited).—NOTICE is hereby given, that a DIVIDEND for the half-year ended 30th June last, at the rate of 10 per cent. per annum, WILL BE PAYABLE on application, on and after the 14th instant, to Registered Shareholders on 30th June 1872.

By Order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 7th August 1872.

NEW BANK OF BOMBAY (Limited).—The BANK, PUBLIC DEBT OFFICE, HER MAJESTY'S TREASURY, and GOVERNMENT SAVINGS' BANK, will be CLOSED on MONDAY and TUESDAY, the 19th and 20th instant, on account of the COCOANUT HOLIDAYS.

By Order of the Board of Directors,
M. BALFOUR,
Secretary and Treasurer.

Bombay, 7th August 1872.

ARTISTS' MATERIALS

MANUFACTURED BY
WINSOR AND NEWTON.

Detailed Catalogues on application to the Agents,

TREACHER & Co. (Limited).

THE BALLAD HORN
WITH PATENT LIGHT VALVES.

The Ballad Horn stands in the Key of C, a seventh lower than the Cornet. The tone is peculiarly clear and mellow, and is produced with the greatest ease either by an ordinary Cornet-mouthpiece, or one of a larger size for the lower register of the Instrument.

Unlike the Cornopean, the Ballad Horn is not intended for florid or rapid Music, although a good performer may execute upon this facile Instrument the most difficult Music written for the Cornet. A Tutor accompanies the Ballad Horn, by aid of which an Amateur may soon acquire sufficient knowledge to perform any Songs or Ballads exactly as they are written for the Voice, accompanied or not by the Piano.

PRICE COMPLETE IN A STRONG CLOTH LINED CASE,
Rs. 140.

SOUNDY, BRESLAUER, & CO.,
BOMBAY.

TOBACCOS.

	Cash. Rs. a.	Credit. Rs. a.
WILLS' CELEBRATED BRISTOL ; Bird's Eye, Cut Cavendish, Latakia, and Smoking Mixture, per lb.	1 0	1 2
REAL TURKEY, for Cigarettes, per tin	1 8	1 12
TRE 'CHEF' s "Passing Clouds" Cigarettes, box of 100.	2 8	2 12
VIRGINIAN TOBACCOS, of "El Dorado" and "Mio Rio" brands, per lb.	3 0	3 8
Do. Do. SUN-CURED "Fruits and Flowers" in foiled round st cks, 16 to the lb. box	2 8	3 0
VIRGINIAN GOLDEN LEAF HONEY DEW of the celebrated "Ariston" brand, per lb.	3 0	3 8

Liberal reductions to purchasers of large quantities.

TREACHER & Co. (Limited).

SUPERIOR PALE BRANDIES.

	Cash. Rs. a.	Credit. Rs. a.
FINE OLD PALE COGNAC Treacher's celebrated Heart Labelled, pure, soft and delicate, per doz.	27 0	30 0
Do. Fine Travelling Flasks ..... do.	18 0	18 0
OLD PALE BRANDY, superior to the lower brands of Hennessey, Martell, and others, commonly sold at same rate	24 0	27 0
OLD BRANDY ; a sound wholesome spirit.	18 0	21 0

Eshaw's, Hennessey's, Martell's & Mounier's brands.

TREACHER & Co. (Limited).

SUN FIRE OFFICE, LONDON.
ESTABLISHED 1710.

INSURANCES effected upon Merchandise, Warehouses, Shops, Dwelling-houses, and their contents, in Bombay and the Mofussil, at the Current Rates.

CLAIMS arranged by the local Agents, and paid with promptitude and liberality.

PEEL, CASSELS, & Co., Agents.

LANCASHIRE INSURANCE COMPANY.

CAPITAL—£2,000,000.
INVESTED FUNDS—£400,000.

HEAD OFFICE—EXCHANGE STREET, MANCHESTER.

THE Undersigned are prepared to ACCEPT RISKS, both in Bombay and the Mofussil, on behalf of the above Company, on approved Godowns with their Contents, and Dwelling-houses or other Buildings in the Native, as well as the European, part of the Town.

The Rates of Premium have recently been revised, and will be found quite as favourable as those offered by other first-class Offices.

For further particulars apply to

LYON & Co.,
Bombay, 10th April 1872. Agents in Bombay.

J. & E. ATKINSON,
WHOLESALE AND EXPORT PERFUMERS, AND FANCY SOAP MANUFACTURERS,
24, OLD BOND STREET, LONDON.
ESTABLISHED 1799.

Prize Medals, London, 1862 ; Paris, 1867.
"CORDOVA EXHIBITION, 1872.—Messrs. J & E. Atkinson's Goods obtained the only Medal for Perfumery."

ATKINSON'S CELEBRATED WHITE ROSE AND OTHER PERFUMES.
ATKINSON'S CELEBRATED EAU DE COLOGNE.
ATKINSON'S CELEBRATED BROWN WINDSOR SOAP, &c.
N.B.—All Perfumes, Lave de Waters, Eau de Cologne, &c., manufactured "in Bond," and shipped duty free at great reduction.

PRICE LIST ON APPLICATION.

CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. ATKINSON'S Goods ; orders should therefore be sent direct, or through commission houses of repute. Their goods may be had of all respectable dealers throughout India and China.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices.

Specimens may be seen at the Office of the "BOMBAY GAZETTE" Office.

NOTICES.

LEWIS'S GRAND DRAMATIC COMPANY
OF TWENTY PERFORMERS,
WILL APPEAR FOR ONE MONTH ONLY AT THE
GRANT ROAD THEATRE.

FIRST PERFORMANCE ABOUT AUGUST 15.

NEW SENSATIONAL DRAMAS.
POPULAR BURLESQUES.
COMEDIES AND FARCES.
NEW DRESSES AND APPOINTMENTS.

Entire new Scenery by a talented Scenic Artist engaged specially for this Company.

NEW STAGE EFFECTS BY AN ENTIRELY NEW MACHINIST.

THE ORCHESTRA WILL COMPRISE SOME OF THE BEST EUROPEAN TALENT.

Full particulars will shortly be announced.

PRICES AS USUAL.

Dress Circle Seats, Single Ticket.....Rs. 5
Subscription Ticket for 20 Performances..... ,, 80
Plan of the Seats at SOUNDAY, BRESLAUER & Co.

NOTICE.—Any person indebted to or having claims against the ESTATE of the late CAPT. GORDON FORBES BIRDWOOD, (Bombay Staff Corps), Superintendent of Police, Surat, is requested to communicate with the undersigned within one month from this date.

JOHN MILES, Lieut.-Col.,
President Committee of Adjustment.

Surat, 30th July 1872.

NOTICE.—TENDERS are invited for the CONSTRUCTION of a MASONRY BRIDGE of seven Arches sixty feet Span each, across the Moota River at Poona.

Plans and Specifications can be seen at the Executive Engineer's Office, Poona and Kirkee, up to the 20th August 1872, inclusive, the latest date for the receipt of tenders.

A. U. H. FINCH, Lieut.-Col., R.E.,
Acting Executive Engineer, P. & K.

Poona, 18th July 1872.

NOTICE.—TENDERS for the SUPPLY of TWO TRAFFAS, for use on FERRIES in this District, will be received by the Undersigned up to the 12th August.

2. Tenders to be submitted in sealed packets marked "Tender."

3. The Undersigned does not engage himself to accept any Tender.

4. Specification of Traffas tendered for to be seen on application at this Office.

J. W. ROBERTSON, Collector.

Tannah, Collector's Office, 20th July 1872.

BOMBAY, BARODA, & CENTRAL INDIA RAILWAY.—Undersigned is prepared to receive TENDERS up to the 14th instant, for the PURCHASE of about 500 tons of SCRAP CAST IRON, now lying at the Company's Stores at Parell, where the Iron can be seen on application to the Storekeeper.

C. CURREY,
Agent B. B. & C. I. Railway.

Bombay, 6th August 1872.

NOTICE.

POONA GRAND HORSE SHOW, 1872, WILL OPEN ON MONDAY, 23RD SEPTEMBER, FOR SIX DAYS.

HORSES to be exhibited should arrive at POONA not later than the MORNING of SATURDAY, 21st September.

Intending Exhibitors should give notice to the Secretary on or before 1st September.

J. E. OLIPHANT,
Honorary Secretary.

NOTICE.—The undermentioned BANKS will be CLOSED on MONDAY and TUESDAY, the 19th and 20th instant, on account of the COCOANUT HOLIDAYS.

For the Oriental Bank Corporation,
J. F. MOIR, Agent.

For the Chartered Mercantile Bank of India, London, and China,
ROBERT CAMPBELL, Agent.

For the Chartered Bank of India, Australia, and China,
JAMES DOUGLAS, Agent.

For the Comptoir d'Escompte de Paris,
H. DUVAL, Manager.

For the National Bank of India (Limited),
WM. A. BAKER, Acting Manager.

For the Agra Bank (Limited),
FRED. T. ATKINS, Offg. Manager.

For the Hongkong and Shanghai Banking Corporation,
R. STEVENSON, Agent.

Bombay, 6th August 1872.

EASTERN BENGAL RAILWAY.

FOUR PER CENT. PERPETUAL DEBENTURE STOCK GUARANTEED BY THE SECRETARY OF STATE IN COUNCIL FOR INDIA.

The NATIONAL BANK OF INDIA, Bombay, is now prepared to RECEIVE OFFERS for this STOCK in SUMS of £100 or any multiple thereof, at par.

The Stock is irredeemable, and the interest of four per cent. per annum is perpetual. It is guaranteed by the Secretary of State in Council for India, and is payable half yearly on 1st January and 1st July IN STERLING, the Warrants being posted direct to the holders of the Stock.

At the present rates of Sterling Exchange this Stock yields a little over 5 per cent. Interest, (and the Interest being payable in Sterling) makes a good Investment for people retiring to England. The £20 Shares of the Original Five per Cent. Stock of The B. B. & C. I. Railway Company Company stand at present in Calcutta at Rs. 24½ per Share.

Applications should be accompanied by remittances made payable to "The National Bank of India," when a Provisional Receipt will be issued, pending the arrival of the Stock Certificates.

Bombay, 31st July 1872.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

MAZAGON LAND COMPANY (Limited).—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the Company will be held at the Registered Office of the Company, No. 1 Bentley Row, on THURSDAY, the 8th August 1872, at 2 P.M., to confirm the following Resolutions passed at the Extraordinary General Meeting of the Company held on the 25th July, inst., viz. :—

I. That the Liquidator hereafter to be appointed be, and he is hereby authorized to sell and transfer the business and property of the Mazagon Land Company, Limited, to "the New Mazagon Land Company Company, Limited," a joint stock company, having a capital of Rs. 30 lacs, divided into 1,75 shares of Rs. 2,000 each, in consideration of receiving for such transfer for the purpose of distribution amongst the hareholders of "the Mazagon Land Company, Limited," one fully paid share in "the New Mazagon Land Company, Limited," for every one share of the Mazagon Land Company, limited, issued to the public, and of "the New Mazagon Land Company, Limited," taking upon itself all the debts and liabilities of the Mazagon Land Company, limited.

II. That the Directors of the New Mazagon Land Company, Limited, be authorized by the Memorandum of Association of the Company to invest the funds of the Company in the shares of the Company, and for such purpose to purchase, or take, or pledge, or mortgage and accept transfers of such shares, and from time to time to sell the same as may be thought desirable.

III. That the Directors of the New Mazagon Land Company, Limited, be authorized by the Articles of Association of the Company to invest the funds of the Company in the shares of the Company, and for such purpose to purchase, or take, or pledge, or mortgage and accept transfers of such shares, and from time to time to sell the same as may be thought desirable.

IV. That the Directors of the New Mazagon Land Company, Limited, be authorized by the Articles of Association of the Company to pay such commission or remuneration as they may think proper to any person or persons as may influence business of the Company.

The Transfer Books of the Company will be closed on the 7th and 8th proximo.—Dated this 26th day of July 1872.

By order of the Board of Directors,
RAMCHANDRA HEMRAJ, Secretary.

WILL BE READY ON 8TH AUGUST 1872,
A HAND BOOK for REVENUE OFFICERS in the BOMBAY PRESIDENCY. By ALEXANDER KYD NAIRNE, Bombay Civil Service.

CONTENTS.

PART I.—*Revenue Officers*—Ch. I. General Rules.—Ch. II. Revenue Commissioners.—Ch. III. and IV. Collectors and Assistants.—Ch. V.—Mamlutdars and Subordinates.—Ch. VI. Village Officers.

PART II.—*Imperial Revenue*—Ch. VII. to X. Land Revenue (including Survey).—Ch. XI. Forests.—Ch. XII. Abkaree.—Ch. XIII. Salt.—Ch. XIV. Stamps.—Ch. XV. Income Tax.

PART III.—*Provincial and Local Revenue.*—Ch. XVI. Provincial Services.—Ch. XVII Registration.—Ch. XVIII. Provincial Taxes.—Ch. XIX. and XX. Local Funds.—Ch. XXI. Municipalities.—Ch. XXII. Cotton.

PART IV.—*Alienations.*—Ch. XXIII. Political Tenures.—Ch. XXIV. Service Inams.—Ch. XXV. Personal Inams.—Ch. XXVI.—Cash Allowances and Religious Endowments.

PART V.—*Miscellaneous.*—Ch. XXVII. Examinations.—Ch. XXVIII. Records.—Ch. XXIX. Suits against Government.—Ch. XXX. Acquisition of Land for Public Purposes.—Ch. XXXI. Various Minor Subjects.

Published at the Education Society's Press, Bombay,
AND TO BE HAD OF ALL BOOKSELLERS,
Price Rs. 6.

OILS, PAINTS, COLOURS, & VARNISHES of the celebrated Brand of
BLUNDELL, SPENCE & CO.,
London,—England.

Spurious goods being constantly offered in the Bazaars purporting to be ours and bearing fraudulent imitations of our Trade Marks and Labels, Dealers and others are hereby cautioned against trading in same, and Consumers are requested to communicate any complaints to the Undersigned, our Sole Agents in the East.

BLUNDELL, SPENCE & Co.,
Agents HUGH D. FISHER & Co.,
Elphinstone Circle, opposite Custom House.

All goods bear our name with Trade Mark, a Cross in a Garter enclosing 3 Crowns and a Dagger, and can be obtained of all respectable dealers.

BRAGG'S VEGETABLE CHARCOAL OR PURE CARBON
IS ONE OF THE MOST EFFECTUAL PRESERVERS
ever offered to the public. By its action in absorbing all impurities in the stomach and bowels, it affords speedy relief in all cases of
ACIDITY, BILE, DYSPEPSIA, INDIGESTION, IMPURE BREATH, &c.,
and is invaluable in cases of, and is the best known preventative to, Yellow and other Fevers. It is largely used and recommended by all the highest medical authorities in England. Sold in Bottles by
J. L. BRAGG, 2, Wigmore St., Cavendish Sq., London.

Agents for Bombay Presidency,
TREACHER & CO., LIMITED.

NOTICES.

J. & W. WATSON & CO.

ARE SELLING OFF LAST SEASON'S STOCK OF LADIES' BLACK KID BOOTS AT Rs. 2 PER PAIR.

JUST RECEIVED, 20 Bales (200 Pieces) of BRUSSELS CARPETS, very handsome Patterns, to be SOLD AT ONCE in LOTS of 25 PIECES.

J. & W. WATSON & CO.,
CHURCH GATE STREET, AND RAMPART ROW,
BOMBAY.

SPECIAL ANNOUNCEMENT.

MONSOON SEASON.

WATERPROOF CLOTHING.

THE BEST QUALITY DRAB VULCANISED NAINSOOK.

COATS. Cash.	Credit.	CAPS. Cash.	Credit.	LEGGINGS. Cash.	Credit.
Rs. 15-0	Rs. 17-0	Rs. 3-12	Rs. 4-4	Rs. 4-8	Rs. 5-4.

ENTIRE SUIT.

Cash.	Credit.
Rs. 22-0.	Rs. 25-0.

WATERPROOF INVERNESS CAPES.

Cash.	Credit.
Rs. 26-0	Rs. 23-0.

ASQUITH AND COMPANY.

SHIRTS FOR THE RAINS.
FITTING WITH PERFECTION AND EASE.

		Cash. Rs. a.	Credit. Rs. a.
OXFORD CLOTH.—A fresh supply of this comfortable and absorbing material, in all shades of colour, cool and shrinkless, well adapted for Sportsmen and those actively engaged, and for general wear at this Season	each / Six	6 8 / 36 0	7 8 / 42 0
Silk and Wool : the best and thinnest made, well shrunk, neat, Plain and Fancy colours	each / Six	9 0 / 52 0	10 0 / 60 0
Flannel, pure Saxony, Plain and Fancy Wove colours ; the best quality	each / Six	8 8 / 49 0	9 8 / 56 0
Spun Silk : Wove colours, perfectly fast	each / Six	11 8 / 67 0	13 8 / 75 0
French Printed Cambrics, fast colours, with Collars attached	each / Six	28 0	31 8
Long Cloth : fine Linen Fronts, &c.	Six	28 0	31 8
Long Cloth Cambric Front and Cuffs	Six	22 8	25 0
Printed Cambric, a good useful shirt, with Collars attached, neat striped patterns	Six	22 8	25 0
Dress, French Embroidered Fronts	from	7 0	8 0

ASQUITH AND COMPANY,
SHIRT-MAKERS.

SLEEPING SUITS FOR THE RAINS

	Cash. Rs. a.	Credit. Rs. a.
The Celebrated Oxford Cloth	10 0	11 8
Silk and Wool, thoroughly well shrunk	14 0	16 0
Wove Flannel do, do.	17 0	19 0
Spun Silk	23 0	26 0

ASQUITH AND COMPANY.

SUPERIOR ENGLISH HOSIERY.

		Cash. Rs. a.	Credit. Rs. a.
Gent's Fine Cotton Socks	per doz.	11 0	12 8
,, Fancy Colours	,,	12 8	14 0
,, Neat Stripes	,,	14 8	16 0
,, Super Fancy Stripes	,,	18 8	20 0
,, Balbriggan	,,	18 0	21 0
,, Lisle Thread	,,	21 0	24 0
Gent's Pure Merino Socks		16 0	18 0
,, Fine Ribbed, plain Colours		18 0	21 0
,, Super Fancy Colours		18 0	20 0
Knickerbockers, Fine Ribbed	per pair	4 12	5 8
for Stout ,,	,,	5 12	6 8
Sportsmen } Best quality	,,		
Bathing Drawers	per pair	2 0	2 4
BANIANS { Pure Merino	half doz.	19 0	21 0
BANIANS { Super	,,	24 0	27 0
BANIANS { Silk and Merino	,,	30 0	33 0

ASQUITH AND COMPANY.

TAILORING AND OUTFITTING DEPARTMENT,
UNDER THE CAREFUL SUPERINTENDENCE OF AN EXPERIENCED CUTTER.

India Tweed Suits. The material manufactured expressly for A. & Co., and now universally worn in India.

	Cash. Rs. a.	Credit. Rs. a.
D. B. Coat and Trousers	27 0	31 0
Angola Trousers from per pair	11 0	12 8
Bedford Cord Riding Trousers	23 0	26 0
Do. Breeches	23 0	26 0
Linen Drills, in great variety from per pair	9 0	10 0
American Drill 6 pairs for	33 0	38 0
Blue Serge Suits	27 0	31 0
Morning Coats from	29 0	32 0
Best Dress Suits	85 0	95 0

ASQUITH & CO.'S CELEBRATED READY-MADE KIT.

Suitable for Overland Passengers and Travellers passing through Bombay. A great assortment can always be seen at the above Establishment.

MOFUSSIL ORDERS
RECEIVE IMMEDIATE ATTENTION AND DESPATCH.

CATALOGUES AND INSTRUCTIONS FOR SELF-MEASUREMENT SENT ON APPLICATION.

ASQUITH AND COMPANY,
INDIAN HOSIERS AND OUTFITTERS,
22, Apollo Street, Bombay.

FOR SALE,
INDIA TO ENGLAND BY THE LEVANT AND THE DANUBE.
Reprinted from the *Bombay Gazette*.

PRICE—ONE RUPEE.

May be had at the *Bombay Gazette* Office, and from Messrs. Thacker, Vining & Co.

MESSRS. RAMCHUNDER MAHADEO & Co.,
OLD COMMISSARIAT BUILDINGS,
ELPHINSTONE CIRCLE,

BEG respectfully to invite the attention of MERCHANTS, ENGINEERS, CONTRACTORS, and the Public in general to their large Stock of MOULMEIN TEAK, Squared Logs and Scantlings, Boards, Planks, &c., of various sizes.

GALVANIZED CORRUGATED IRON SHEETS, of different sizes and gauges.
RIDGE CAPPINGS.
MILLED SHEET LEAD, of different weights.
PERFORATED ZINC SHEETS.

Indents executed for all descriptions of Building Materials and forwarded to Outstations.

Every article supplied guaranteed to be of the best quality and at market rates.

Orders from Outstations will meet with prompt execution, and be carried out in a manner which they trust will meet with approbation and a continuance of favours.

CURSETJEE COWASJEE, WATCH MAKER to the G. I. P. RAILWAY, No. 11, Meadow Street, has lately RECEIVED from last MAIL—

Silver English Watches by Charles J. Hill, Silver Swiss Watches by John Barrell, Silver Swiss Repeaters by John Barrell, Gold Swiss Watches by John Barrell, inside Moon Days and Dates, second independent.

Silver and Gold Keyless Watches, by different Makers, both for Ladies and Gentlemen.

Soldiers' Watches, Musical Boxes, Snuff-Box with Singing Bird, Gold Ear-rings, Lockets, and Chain, warranted 9 carats to 18 carats. Warranted fine Silver Chains. Repairs of all kinds, undertaken and completed at the shortest notice possible.

American Ortegun Clocks and Watches, Time-piece, warranted for one year.

A set of exquisitely-worked Coral Jewellery for Ball-dress, consisting of Bracelet, Brooch, Necklace, and Coronet, &c, now on view at the shop of the Undersigned, to be sold very cheap.

Orders from Up-country Stations punctually attended to, it accompanied with remittance.

CURSETJEE COWASJEE,
Watchmaker to the G. I. P. Railway Company.

TIME-PIECES.

"OEIL-DE-BŒUF."
HANGING EXCELLENT TIME-KEEPERS.
PATENT LEVER.
EIGHT DAY.

"SKELETON,"
WITH GLASS DOME AND STAND.
EIGHT DAY.

"MARINE,"
VERY SERVICEABLE.

CLOCKS AND TIME-PIECES
OF EVERY DESCRIPTION TO BE HAD AT
FAVRE, LEUBA, & Co.'s,
Elphinstone Circle.

NOTICES.

ESTABLISHED IN 1820.

C. LAZARUS & CO.,
INCORPORATED WITH SHEARWOOD & CO.,
CABINETMAKERS, UPHOLSTERERS,
BIL

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

WEDNESDAY AFTERNOON.

INQUIRIES for Mofussil Press, Port Canning, and Alliance Spinning shares at rates quoted.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nomi. value p sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	90
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,475 nl.
10,000	500	all	5 p.ct.	Do of Bombay New	732½
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	241½
15,250	1,000	all	5 p.ct.	Do of Madras	1,220 nl.
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of I. L. & China	325 nl.
40,000	281¼	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	175 nl.
37,090	250	125	Nil.	National Bank of India.	117
10,000	250	all	12 do.	Oriental Bank	430

RAILWAY COMPANIES.

.....	£20	21⅜ 3/4	p.c.	G. I. P. Railway Consoli. dated Stock	232
.....	£20	109 1/4	do.	Do. New £20 Shares	124
.....	£20	43 1/2	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	19 3/4	do.	Do. New Shares	225

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Approximate Return of Traffic for the Week ending 3rd August 1872.
Open 389½ Miles.

	Rs.	a.	p.
Coaching	29,557	0	0
Merchandize	15,754	0	0
Earth Trains	429	0	0
Electric Telegraph	408	0	0
Total Rs.	46,148	0	0

Corresponding week in August 1871.
Open 325½ Miles.

Coaching	22,382	0	0
Merchandize	11,392	0	0
Earth Trains	291	0	0
Electric Telegraph	395	0	0
Total Rs.	34,240	0	0
Increase	11,9 8	0	0

KHANGAUM AND OOMRAWUTTEE BRANCH RAILWAYS.

Traffic Receipts and Train Mileage for week ended 6th July 1872.

KHAMGAUM.	Receipts. Rs. a. p.	Train Mileage.
Passengers	48 0 9	75
Goods	43 4 3	21
Electric Telegraph	0 0 0	0
Total...	91 5 0	96
OOMRAWUTTEE.		
Passengers	98 8 7	35
Goods	96 5 3	37
Electric Telegraph	0 4 5	0
	195 2 3	72

CALCUTTA.—3RD AUGUST.

The following transactions were reported:—

In Government Securities—
4 per cents. at Rs. 101-8 to 101-10, and small sups at 2 to 4 annas higher.
4½ per cents. of 1872 at Rs. 104-4.
5½ per cents. a heavy amount at Rs. 112-2.

In shares—
Bank of Bengal shares at Rs. 1,420, exclusive of the dividend.
National Bank shares at Rs. 117.
East Indian Railway Stock at Rs. 260 per £20.

SHIPPING.

DAILY FREIGHT REPORT.—7TH AUGUST.

London	Cotton	No ship.
	Cases	
	Seeds	
Liverpool	Iron Ships Cotton	£2 0s. 0d.
	Wooden Ships	£1 17s. 6d.
	Myrabolms & Coir bills	£1 17s. 6d.
	Seeds	£1 10s. 0d.
Havre	Cotton	No ship.
	Coffee	
Overland	Steamers	£2 10s. 0d. to £2 13s. 6d.
Liverpool via Suez Canal		£2 7s. 6d. to £2 12s. 6d.
China	Steamer Cotton	Rs. 7 to 8 per bale.
	Opium	Rs. 25 to 30 per chest
	Sailing Ships	Rs. 4½ per bale nominal
Calcutta	Salt	Rs. 5 0 0 per ton
Calcutta to Bombay		Rs. 17 to 18 and Calcutta Port charges.
Mauritius		Nothing doing.

ARRIVAL.

Aug.	Vessel.	Commander.	From
7	Delhi (s)	Willingson	Suez, July 26.

DEPARTURES.

Aug.	Vessel.	Commander	Destination.
7	Peneefactvers	Gibbs	Zanzibar.
	Ethiopia (s)	Sanders	Kurrachee.

The following vessels obtained their port clearances yesterday:—
Ship Munsoory, Lorenzen, to Moulmein.
Ship Alfear, Harvey, to Bassein.

The following vessels were entered out for loading yesterday:—
Steamer Nubia, to Aden and Suez.
Ship Mary Stenhouse, to Calcutta.
Barque Hydree, to Malabar Coast and Calcutta.

HOOGHLY.

Aug.
3 China (s) ..... Gardner ..... Hongkong, July 17.
Callirhoe ..... Irwin ..... Liverpool, April 21.
British King ..... Jenkins ..... Liverpool, May 14.

DEPARTURES.

Aug.
3 Silh ....
Zanzibar ....

MADRAS.

Aug. ARRIVAL.
4 Mirzapore (s) ..... Calcutta.

ADEN.

ARRIVALS.

July 24 Assyria, s.s., Smart, from London.
24 Adelaide, ship, S. Areas, from Liverpool.
25 Enterprise, s.s., Lobnitz, from Shanghai.
25 Behar, s.s., Dundas, from Suez, with mail.
25 Peshawar, s.s., White, from Suez, with mail.
25 Paraguay, s.s., Williams, from Rangoon.
25 George Reed, s.s., Suckling, from sea.
26 Winestead, s.s., Shetliff, from London, passed.
26 Una, s.s., Smith, from Penang.
27 Ormesby, s.s., Oram, from Port Said.
27 French Empire, ship, Tompkins, from Newcastle.
28 Arundel, ship, Crocker, from Juddah.
29 Commander, s.s., Chambers, from Tuticorin.
29 Simla, s.s., Tomlin, from Bombay, with mail.
30 Cheops, s.s., Hunt, from Foochow.

DEPARTURES.

July 25 Assyria, s.s., Smart, to Bombay.
25 Enterprise, s.s., Lobnitz, to London.
25 Behar, s.s., Dundas, to Bombay.
25 Peshawar, s.s., White, to Calcutta.
25 Noumea, ship, Robreau, to Pondicherry.
26 Garibaldi, ship, Sandberg, to Rangoon.
28 Wells, s.s., Stevens, to Port Said.
28 FitzPatrick, s.s., Brumell, to Singapore.
30 Paraguay, s.s., Williams, to London.
30 Ormesby, s.s., Cram, to Colombo.
30 Commander, s.s., Chambers, to Port Said.
30 Simla, s.s., Tom in, to Southampton.
30 Arundel, ship, Crocker, to Calcutta.
30 Tabarder, ship, Roberts, to Calcutta.
31 Una, s.s., Smith, to London.

VESSELS IN HARBOUR.

July 1 Edward Barrow, ship, Putnam, from Cardiff.
5 Morning Star, ship, Evans, from Newcastle.
6 Stamboul, ship, Hatch, from Calcutta.
12 Melbourne, ship, Bloxell, from Cardiff.
19 Kwangtung, H. M., s.s., E. Elton, from Cape Guardiful.
24 Adelaide, ship, Areas, from Liverpool.
25 George Reed, s.s., Suckling, from sea.
27 French Empire, ship, Tompkins, from Newcastle.
30 Cheops, s.s., Hunt, from Foochow.

DAILY IMPORTS.—7TH AUGUST.

FROM LIVERPOOL.

Cella (s), 10 casks fire clay, The London A. and A. Company.

FROM LONDON.

James Livesey, 7 bales printing papers, H. Clason & Co.; 5 bales paper, 25 cases oilmanstores, 10 cases umbrellas, and 1 case stereoscopes, Rahboy Tribally; 2 casks filters, 1 cask ink, 1 cask earthenware, and 1 case oilmanstores, Bolton & Co.

Palermo (s), 25 bazes brandy, Thomson & Co.

Cella (s), 57 packs es drugs, Lulcobhoy Hemchund.

Assyria (s), 200 cases candles, Framjee Ardaseer Davar; 12 cases brass sheets, Volkart Brothers.

FROM TRIESTE.

Aretusa (s), 11 packages medicine, H. Rogers.

FROM BORDEAUX.

Esperance, 25 cases brandy, Dadabhoy Pestonjee.

DAILY EXPORTS.—7TH AUGUST.

FOR LIVERPOOL.

Morning Light, 125 bales cotton, Harrjlall Vishvanath; 500 bundles galls, Megjee Heerjee; 500 bales galls, Bhimjee Culbanjee; 26 bales cotton, Balchund Reedchund; 32 bales cotton, Vithuldass Nugraj; 21 bales cotton, Goverdhundass Roopram; 28 bales cotton, Manockchund Mandon.

Neera (s), 20 bales wool, Dewjee Bhoomaj; 1 bale shawls, and 2 bales hides, Henry Rogers; 20 packages coffee, Esmall Sawoo & Co.; 10 packages senna leaves, Stearns, Hobart & Co.; 30 bales wool, Vussonjee Vurjiya.

Aretusa (s), 200 bales cotton, Muncjee Shamjee; 52 bales cotton Manore Hurruckchund; 27 bales cotton, Khet ee Canjee.

China (s), 50 bales wool, Nursee Khutow; 30 bales wool, Monad Putta; 30 bales wool, Dewjee Bhoomaj; 50 bales wool, Doongersee Gopejee.

Sir John Mandeville, 200 bales cotton, Bhugwandass Bhawanbhoy.

FOR LONDON.

China (s), 147 packages coffee, Hajee Adam Essack; 1 bundle deer horns, Meeralybhoy Dama; 41 bales skins, H. Woosman H. Abdoola and Co.; 17 bales hides and skins, Chand Momed Ally Amod Moydin and Co.; 271 pieces E. teeth, Runeerdass Girdherlall; 4 bags rice, N. J. Mocha; 28 pieces E. teeth, Mamonjee Khanbhoy; 3 cases cardamoms, Jewan Ramjee; 9 pieces E. teeth, A. R. K. Mahomed; 21 cases chibanum, and 30 cases gum, H. A. Ahmed; 4 packages tortoise shell, 15 cases mother-o'-pearls, 3 cases fishmaws and 1 case gum, R. Allirnza.

Neera (s), 11 cases silk, Jairazbhoy Peerbhoy.

FOR HAVRE.

China (s), 28 bags coffee, S. Tyebjee and Co.

FOR VENICE.

Aretusa (s), 13 bundles hides, G. Sigg and Co.

FOR SUEZ.

China (s), 3 bundles shawls, Amondshaw Essoofshaw; 5 packages silk, H. Babanee.

FOR HONGKONG.

Behar (s), 23 bales cotton, Jairazbhoy Peerbhoy; 106 chests M. opium, E. D. Sassoon; 195 chests M. opium, David Sassoon and Co.; 1:3 bales cotton, Gunesdass Nursinglass; 71 bales cotton, Ramdass Khimjee; 78 bales cotton, Juggonnath Ramjee; 99 bales cotton, Dadabhoy Cowsjee Tata; 55 bales cotton, Currimbhoy Ebram; 20 chests M. opium, S. and D. B. Futtakya; 17 chests M. opium, S. Nusserwanjee; 10 chests M. opium, R. Calooram; 42 chests M. opium, Currimbhoy Ebram.

FOR SHANGHAI.

Behar (s), 43 chests M. opium, E. J. Abraham; 13 chests M. opium, C. Bomanjee & Co.; 2 chests M. opium, P. Chimonram.

SALES AND PURCHASES.

The market has been quiet but steady, and no change in rates. The following sales are reported to have been made by European firms yesterday:—

PIECE GOODS.

					Rs. A. P.
1,000 pieces	Grey Shirtings	40 inch	30 yds.	7 lbs.	4 14 0
500	,, ,, ,,	40 ,,	39 ,,	7 lbs.	4 14 0
1,250	,, ,, ,,	40 ,,	39 ,,	8 lbs.	5 10 0
1,000	,, ,, ,,	45 ,,	39 ,,	9 lbs.	6 9 0
500	,, ,, ,, (fine	45 ,,	39 ,,	9 lbs.	6 11 0
500	,, ,, ,,	45 ,,	39 ,,	8 lbs.	5 11 0
1,000	,, ,, Madapollams	32 ,,	24 ,,	2½ lbs.	1 14 0
750	,, ,, ,,	32 ,,	24 ,,	3 lbs.	2 3 6
2,600	,, ,, T Cloths	29 ,,	24 ,,	4-12 lbs.	0 10 6
720	,, White Shirtings	36 ,,	40 ,,		9 10 0
1,500	,, ,, Jaconets	40 ,,	20 ,,		2 9 0

COTTON

100 candies New Hingunghaut (deliv. in Jan.) ... Rs. 250
100 ,, ,, Oomrawuttee (deliv. in Feb.) ... ,, 225
50 ,, ,, Barsee (ready) ... ,, 225

YARNS.

6,000 lbs. Turkey Red, No. 40 ..... As. 23 per lb.
3,000 lbs. Mule No. 30 ..... ,, 24 ,,

MILITARY.

ARRIVALS.—AUGUST 7.

Smith, Colonel, Bengal Royal Horse Artillery, on duty, from Aden.
Oakes, Major, Bengal Revenue Survey Department, from furlough, from England.
Murray, Captain, Bengal Staff Corps, from medical certificate, from England.

DEPARTURES.—AUGUST 7.

Murray, Captain, Staff Corps, on medical certificate, to Poona.
Creswell, Assistant Surgeon, Medical Department, on duty, to Kurrachee.

GOVERNMENT OF INDIA ORDERS.

(*Gazette of India*, Aug. 3.)

HOME DEPARTMENT.

The Govr. Genl. in Council is pleased to permit Mr. H. M. Coun. C. S. I., to resign H. M.'s Bengal Civil Service from the 1st April last.

Subsidiary leave from the 4th to the 6th ult. under sec. 15 b, chap. V. of the Civil Leave Code, is granted to Mr. J. H. Morris, Chief Commr., Central Provinces, to enable him to rejoin his appointment.

H. E. the Govr. Genl. in Council is pleased to make the following appointments in the Commission of the Central Provinces:—

Mr. J. W. Towney, C.S., Asst. Commr. 2nd class, to officiate as Dy. Commr. 4th class, with effect from 1st April 1872.

H. E. the Govr. Genl in Council is pleased to make the following appointments in the Commission of the Central Pr vinces:—

Capt. W. S. Brooke, Cant. Mag., Jubbulpore, and Offg. Dy. Commr. 4th class, to officiate as Dy. Commr. 3rd class, vice Lt.-Col. J. Ashburner, proceeded on furlough.

Capt. T. A. Scott, Offg. Asst. Commr. 2nd class, to officiate as Dy. Commr. 4th class, vice Capt. Brooke.

It is hereby notified that the Secy. of State for India has, by Resolution in Council, declared the provisions of the first section of an Act passed in the thirty-third year of H. M.'s reign, chap. 3, entitled "an Act to make better provision for making Laws and Regulations for certain parts of India and for certain other purposes relating thereto," to be from the 15th day of July 1872 applicable to the territories under the government of the Chief Commr. of the Andaman and Nicobar Islands, that is to say—

1. The group of islands known as the Great and Little Andamans and the Little Cocos with their Dependencies.

2. The island of Nancowry, together with all others commonly known as the Nicobar Islands, that is to say, the Islands of Car Nicobar and Great Nicobar, with those lying between them, including Tillanchong.

The Hon. the Chief Justice has appointed Mr. William Cornell to officiate as Registrar to the High Court of Judicature at Fort William in Bengal on its Appellate Side during the absence on leave of Mr F. B. Peacock, or until further orders.

Mr. Cornell received charge of his office on the afternoon of the 16th ult.

DEPARTMENT OF AGRICULTURE, REVENUE, AND COMMERCE.

Mr. R. B. Foote, Asst., 2nd grade, Geological Survey of India, is allowed three months' privilege leave of absence from the 10th inst., or any subsequent date on which he may avail himself of it.

Mr. H. Riv tt-Carnac, Commr. of Cotton and Commerce with the Govt. of India, has been granted by H. M.'s Secy. of State for India leave of absence for three months from the date of the expiration of his privilege leave.

MILITARY DEPARTMENT.

The services of Lt. J. T. Watling, of the Bom. S. C., Adjt., 23rd Regt., Bombay N. (Light) I., are placed temporarily at the disposal of the Foreign Department.

The undermentioned officer of the Ben. S. C., having completed 26 years' service, is promoted to the rank of Lt.-Col., from the dates specified, under the provisions of G. G. O. No. 808 of the 20th Sept. 1866, subject to H. M.'s approval:—

Major (Bt. Col.) Allen Beyard Johnson, 27th July 1872.

Frequent complaints having been received of the idleness and inattention of many of the native medical pupils who, under the provisions of para. 41 of G. G. O. No. 550 of 1868, are attached to medical schools and colleges for the prescribed course of study, the Right Hon. the Gov. Genl. in Council is pleased to authorize the Principals of Schools and Colleges to withhold or to withdraw the increase of pay given after the first year's residence from those medical pupils who, from idleness or other misconduct within their own control, have failed to make due progress in their studies.

Each case in which this authority is exercised is to be reported through the Local Govt., for confirmation by the Govt. of India in the Military Department.

H. E. the Govr. Genl. in Council is pleased to make the following appointments:—

Veterinary Department.

Staff Vet. Surg. A. Turnbull to be Inspg. Vet. Surg. and Principal Vet. Surg., 1st Circle, vice Staff Vet. Surg. R. J. G. Hurford, supernumerated.

Inspg. Vet. Surg. J. H. B. Hallen, Bombay, to act as Inspg. Vet. Surg., 2nd circle, Bengal, vice Staff Vet. Surg. W. Johnson, deceased.

Lt. (Bt. Capt.) Major Henry Court, of the Genl. List, Cav., is permitted to proceed to Europe on furlough on private affairs, for two years, under the Regulations of 1868.

H. E. the Govr. Genl. in Council is pleased, in conformity with clauses 1 and 2 of G. G. O. No. 196 of the 20th May 1848, G. O. by the C.-in-C., dated 9th May 1865, and G. G. O. No. 549, dated 21st June 1871, to confer on the undermentioned non-commissioned officers of the Madras Army the annuities specified opposite to their names, together with the distinction of a silver medal to each as a reward for distinguished and meritorious service since enlistment:—

Cant. Sergt.-Major Frederick Mergler; Sergt.-Major William Chitts, of the European Arty. Vet. Company; and Sergt.-Major Charles Hammond (pensioned), late of the 2nd Madras L. C.—£10 from the year 1863.

[Note.—This cancels the grant of the annuity to Sergt.-Major Hammond, notified in G. G. O. No. 939, dated 27th Sept. 1870.]

Cant. Sergt.-Major Michael Donaghue, attached to St. Thomas Mount; Sergt. William Wilson, of the European Arty. Vet. Company; Sergt.-Major Peter Woods, attached to the N. I., Palaveram; Sergt.-Major Philip Schofield, of the Nair B igade; and Sergt.-Major William Biggs, of the 10th Regt. of N. I.—£10 from the year 1867.

Ens. D. Reid, of No. 6 or the "Toondla" Company, is permitted at his own request, to resign his appointment in the East Indian Railway Volunteer Life Corps.

H. E. the Govr. Genl. in Council is pleased to make the following appointment, subject to the officer passing an examination in drill:—

E. I. RAILWAY VOLUNTEER RIFLE CORPS.

Toondla Company No. 6—Mr. William Leake, to be Ens., vice Ens. D. Reid, resigned.

The following orders, issued by the Govt. of Bombay, are confirmed:—

Granting furlough to Europe on medical certificate to the undermentioned officer:—

Asst Surg. Frederick Pooley Edis, M.B., of the Medl. Dept. for two years, under the Regulations of 1868:—and furlough to Europe on private affairs to the undermentioned officer:—

Lt.-Col (Bt. Col.) Patrick George Scott, of Inf. Comdt. 26th (The Bareilly) Regt. of N. I. for two years, under Rule IX. of the Regulations of 1868.

Granting furlough to Europe on medical certificate to Lt. William Hutt Curzon Wyllie, of the Bom. S. C., Supernumerary Asst. Commr, Kheree, Oude, for fifteen months, under the Regulations of 1868.

Under the authority of the Rt. Hon. the Secy. of State for India it is hereby notified that Col. D. G. Robinson, R.E., has been permitted to reckon, as passed on duty, the first six months of his present furlough viz., from the 20th July 1871 to the 25th Jan. 1872, inclusive, instead of the period notified in G. G. O. No. 284 of 1872.

The furlough to Europe on private affairs, under the Regulations of 1868, granted to Lt Col. (Bt. Col.) G. Strangways, of Inf. in G. G. O. No 299, dated 29th March 1872, is cancelled at that officer's own request.

The undermentioned officer of the Staff Corps, having completed five years' service as a substantive Lt.-Col., is promoted to the rank of Col. by Bt. from the date specified, under the operation of the Royal Warrant dated 16th Jan. 1861, clause 2, subject to H. M.'s approval:—

Lt.-Col. John Smith, Ben. S. C., 29th July 1872.

The undermentioned officers are admitted to the Ben. S. C., with effect from the dates specified, subject to the confirmation of the Rt. Hon. the Secy. of State for India:—

Lt. Archie Wishart Gairdner, of the 109th Foot, 2nd Wing Sub., 27th (Punjab) Regt. of N. I., 4th April 1871.

Ens. (now Lt.) Edward James Gardner Lewis, of the 62nd Foot, 2nd Wing Subn. 19th (Punjab) Regt. of N. I., 10th June 1871.

Ens. (now Lt.) E. J. G. Lewis of the 62nd Foot, 2nd Wing Sub., 19th (Punjab) Regt. of N. I., admitted to be Ben. S. C. in G. G. O. No. 798 of this date, will rank as Lt. in that corps under the operation of para. 84 of G. G. O. No. 331 of 1861, with effect from the 10th June 1871, subject to H. M.'s approval.

With reference to the G. O. of the Govt. of India (G. G. O. No. 115, dated 11th March 1848, No. 337, 4th April 1871, and No. 742, 18th July 1872), it is hereby notified that the following classes only of non-combatants attached permanently to regiments or departments, are entitled to participate in the grant of war medals, and then only on a certificate by officers cognizant of their services that they were actually under fire of the enemy in the performance of their duty:—

Ordnance drivers, bhisties, ammunition camel-drivers, artillery or staff syces, dooly bearers, tent and store-lascars, and sahbuns and salootries attached to mountain and light field batteries.

Surg. Theobald Mathew, M.B., of the Medl. Dept., is permitted to proceed to Europe on furlough on private affairs, for two years under the Regulations of 1868.

The undermentioned officer is admitted to the Ben. S. C., with effect from the date specified, subject to the confirmation of the Rt. Hon. the Secy of State for India:—

Lt. Thomas John Baynes, of the 2nd Batn., 24th Foot, Offg. Asst. Commr., British Burmah, 10th May 1869.

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

BURKE—July 16th, at Allahabad, the wife of Mr. A. W. Burke, O. and R. Railway, of a daughter.

CLARKE—August 3rd, at Allahabad, the wife of Mr. Joshua Clarke, of a son.

DUNBAR—August 4th, at Cawnpore, the wife of J. M. Dunbar, Esq., of a daughter.

KING—August 1st, at Simla, the wife of Robert Moss King, c. s., of a daughter.

McHARG—August 1st, at Kamptee, the wife of W. Hart McHarg, Esq., 44th Regiment, of a daughter.

SMITH—July 31st, at Allahabad, the wife of Geo. D. Smith, Government Secretariat, N. W. P., of a son.

SHERLOCK—August 2nd, at Agra, the wife of Surgeon H. Sherlock, H. M.'s 65th Regiment, of a son.

MARRIAGES.

DUNHILL—SANKEY—July 31st, at St. Andrew's Kirk, Madras, by the Rev. A. Walker, Senior Chaplain, Charles Colin Dunhill, Esq., C. E., His Highness the Nizam's D. P. W., Hyderabad, Deccan, to Jessie Grace, only daughter of the late Thomas Sankey, Esq., of Kent, England.

DEATHS.

GILBY—July 30th, at Goo'y, Henry George, infant son of H. F. Gilby, Esq., Asst. Engr. D. P. W., aged ten months.

INGLIS—August 1st, at Muttra, Jessie, the infant daughter of Mr. and Mrs. J. W. Inglis.

KEYES—July 28th, at Coconada, Thomas Roger Campbell, son of Lieutenant-Colonel Keyes, Madras Infantry, aged one year.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

THURSDAY, AUGUST 8, 1872.

THERE is not much of interest in the papers brought by this mail, unless we except Count von Moltke's plan of the campaign with France which he drew up in 1868, and on which he acted in 1870. It appears from it that he well knew the state of the French army, and that it could only put into the field 250,000 in opposition to the 330,000 available by North Germany, at the outset and without any South German troops; but even at that early period conferences had been held at Berlin with the representatives of the South German contingents. The South German Sovereigns also agreed that no attempt should be made to defend the Upper Rhine and the Black Forest, and that North Germany should take the whole responsibility of conducting the defence. Napoleon's well known plan appears to have been anticipated. "The command" centration of all our forces in the Lower Palati "nate," argued Von Moltke, "protects both the "Lower and the Upper Rhine, and permits an "offensive movement into the enemy's country, "which, if entered upon at the right time, will "probably anticipate any invasion by the French "of German soil." He considered the only question was whether they could push forward their army without danger from across the Rhine to the Palatinate, and this he answered in the affirmative. He also mentioned that all the preparations for mobilization and concentration were perfectly complete "down to "the smallest details." Tables of routes had been prepared, showing the day and hour of leaving and stopping for each detachment of troops. He had arranged that on the eighteenth day after setting the machine in work he could have 300,000 men in the field, and on the twentieth day they would be provided with "all the means of "transport." After this in a few short but clear sentences he points out how impossible it would be for France to do anything effectual against them. Lastly, the great strategist points out the advisability of cutting off the French army from Paris, and driving it to the northern frontier of France. We have seen how admirably this skilful programme was carried out. No more splendid example was ever afforded of the advantages of foresight and preparation, and it is one which every individual as well as every nation may well take to heart.

IN calling attention to the growing discontent perceivable amongst the members of the Bombay Medical Service we are by no means singular, but are merely noticing a fact which has been in the cognizance of many for some time past. In the columns of our contemporaries from time to time this subject has had a certain amount of notice—scarcely sufficient, however, to awaken the public to a sense of the danger that may accrue to it by the inefficiency this discontent may engender amongst so necessary a class of its servants. That this discontent is somewhat widespread, and that it has developed a bitterness of spirit amongst all ranks of the Service, save the favoured few, there is now no denying; and it behoves us to inquire into the causes which have produced such a very lamentable state of things. But before doing this it may be necessary to point out that any impairment of the general efficiency of this service not alone affects the public as a body, but also vitally affects it individually. In looking at the very large entry on account of Medical services the yearly budget exhibits, the taxpayer may not unreasonably say, that this should at least secure efficiency and earnestness in the work for which it is all tted as a recompense. If these qualities just mentioned be absent, then the public service must suffer, and the public pays a maximum of salary for a grudged minimum of service. That matters have actually reached this pass we are not ready to assert, but that the tide of affairs is gradually setting towards the attainment of such an end is a matter that we may fairly assume. So far we have merely generalised, but when we come to apply the matter individually, it shows an aspect that is by no means conducive to comforting or reassuring reflections. The deadly elements which are generally borne on the very air we breathe, and whose destructiveness to life we now and again recognise with startling vividness, are recognisable facts to all whose lot are cast in this blessed land of the sun. And when we think that the men in whose hands the weapons are placed to do battle with such formidable enemies, have no interest or enthusiasm in the combat they engage in, beyond doing something for the pay they draw, the issue of such a fight very long for the scales to drop from before his eyes, and then he sees the picture, not in the gaudy colours his fancy painted, but in all the sad nakedness of reality. He sees that those whom he naturally turns to for advice and guidance have none to offer him; and that they are so taken up with the desire to pass their time out in peace, and then be let go for good and all, that it would be next to hopeless to expect their putting themselves out one jot on his account. He finds that all conditions as regards pay, position, &c., laid down by Royal Warrants, are so many mockeries, delusions, and snares, that all the interpretations put on them by official insolence, no matter how they may outrage common sense and reason, are like the laws of the Medes and Persians as applied to him, but lax enough when viewed from the opposite side of the question. He finds himself on an unemployed pay that can barely keep him, but fondly hopes that this at least cannot last long. He very soon learns that the meaning of the term "unemployed," as he understands, is an old-world idea, that the true interpretation as Government, who of course can do no wrong, puts it, is that he shall be battered about from Dan to Beersheba; shall ever be ready for emergencies, and where disease and death are most rife must he be present to do battle against them. This is the sort of duty in the doing of which he is supposed to be unemployed, and is remunerated accordingly. He finds that there is no intention whatever of keeping faith with him, where there is any loophole for escape, and further that those whose care it ought to be to jealously insist on the inviolability of that good faith are as utterly indifferent to his prospects and career as if he belonged altogether to another service with which they had nought to do. So long as the clan is provided for and all of that ilk are securely and snugly installed in comfortable berths, all further need for exertion or remonstrance is at rest, and the poor relations may go hang. Looking at this state of things, we ask, is it any wonder that the discontent we are calling attention to should be as widespread amongst the juniors of five years' service as amongst the seniors of fifteen? We leave the question to be answered by those who list; but we at the same time say that something ought to be done, and that quickly, to prevent a fine old service from "going to the dogs."

NOTES OF THE DAY.

IMMUNITY from cholera was supposed to be one of the advantages of residing at Simla and, generally speaking, of getting up to the height of a few thousand feet. We mentioned, however, that there had been a case of cholera at Simla lately. Of course it was "imported;" all cases in specially favoured places are said to be so, and as a matter of fact all cholera may be said to be imported except that of its original hot-bed, wherever that may be. If Simla, however, is free from many cases of this formidable disease, it is not so with the places of a similar elevation in its immediate neighbourhood. The *Civil and Military Gazette*, a paper which does not condescend to indicate in its title that it is published at Simla, mentions in its issue of the 3rd instant that "cholera has by no means disappeared from Su-"bathoo and Kussowlie. On the contrary it is "very prevalent, and several cases of recent "occurrence have terminated fatally." Strict quarantine is preserved between Kalka and Subathoo, but the malady is not confined to the plains but "is prevalent in the interior of these "hills," where it is to be hoped it will not terminate fatally. From this it appears that if Simla is not afflicted with cholera at present it is by no means safe from it, and constant preventive measures require to be employed in order to secure its immunity. The same paper we have just quoted states that the migration to and from Simla of the Government of India has been so far settled, that the Viceroy will visit Simla as usual, but with fewer officials and smaller office establishments. This looks uncommonly like an announcement of the doom of Simla as a place of residence for the Viceroy and Government of India during one-half of the year. If the Governor-General is to visit Simla with fewer officials and smaller office establishments than usual, and a Committee of Secretaries appointed for the purpose is already engaged in carrying out the details of this arrangement, that must surely mean that Lord Northbrook thinks of spending only the two or three months of the hot season at Simla. Calcutta, however, has not much reason to rejoice at this arrangement, and its turn may come also.

We have received an intimation of the death, at Clifton, of J. T. Molesworth, Esq., of the H. E. I. C. S., aged 77. This refers to the author (with the assistance in the first edition of Thomas and George Candy) of the Marathi and English Dictionary so greatly appreciated in India, that by competent judges it is held to be by far the best lexicographical work which has yet been produced in this country. Mr. Molesworth, we believe, came to India as a military cadet when only about sixteen years of age. For some time he was in the Commissariat Department of the service; but during the administration of Mr. Elphinstone he was set apart for the preparation of the great work which we have named, for the execution of which he was admirably qualified by his early classical training, and by his high attainments in Marathi and Hindustani, and his respectable proficiency in Sanscrit and Persian. The great work which he undertook was with his and his accomplished helpers a labour of love, prosecuted with entire devotion, as he tells us, to the highest interests of India. To the revision, amplification, and publication of its second edition he devoted six entire years, spent principally at Poona and Mahableshwur. This admirable volume, the most important yet issued from the Bombay Press, was printed under the superintendence of Mr. Firth, and was published in 1857. On its appearance it was reviewed in an article in the *Bombay Quarterly Review*, which has been more than once reprinted. Mr. Molesworth, after his return to England, desired to drop his title of Major, which had nothing to do with his distinctive work in the world, and he never took up the designation of Honourable to which he was entitled as the brother of Viscount Molesworth. In some respects his views were of the narrowest description, and he was not even just, much less liberal, in the entertainment of them; but his Marathi Dictionary was really a great work, judged even by cosmopolitan standards, and he is well deserving of a place among the departed worthies of the Bombay Presidency.

BABU RAJENDRALALA MITRA writes us a somewhat lengthy letter objecting to our remark on his article in *Mookerjee's Magazine*, that he had copied from the *Indian Antiquary* "without a word of acknowledgment." This he says "is utterly groundless," as all his "quotations have been duly marked with the usual inverted commas," and he refers us to the *Abhandlungen der Koniglichen Akademie der Wissenschaften zu Berlin* for the original essay to which he refers. Now it is quite usual to mark with inverted commas literal translations as well as quotations, and we might be led to infer that passages so marked were his own translations; but nobody will believe that he or any one else would render *both prose and poetry* from German into English in *exactly* the *same words* in which they had appeared before. Perhaps the Babu does not wish us to understand this; and after all it may have been merely an oversight that he did not mention the *Antiquary* in his paper; but as he does not, we still think "inverted commas" are not "*words* of acknowledgement in such a case."

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

DR. LIVINGSTONE.

THE INDIAN BUDGET.

LONDON, 6TH AUG.

The newspapers publish lengthy despatches from Dr. Livingstone to the Foreign Office detailing his travels and discoveries.

The early resignation of Lord Hatherley is still considered probable.

Heavy rains are falling.

OBITUARY:—General Julius Griffiths.

LONDON, 7TH AUGUST.

who scored 52, there being also four of 51, and eleven of 49 marks. Last year the highest was 51, and there were one of 50 and three of 49. The Rajah of Kolapore's Cup was gained last Saturday by the Canadians, who have competed before, though never successfully. The match was made up by eight picked shots on each side; the Canadians were all natives of the Dominion, the so-called English eight were not Englishmen at all, four being Scotch, one Irish, and only three south Britons. The Canadians won by 532 marks against 524—7 shots for each man at 200, 500, and 600 yards. Now last year, where the number of riflemen was twenty on each side, the scores made by the English representatives averaged 57¾ marks per man, and those of the Canadians 52¾ marks per man. This year not only is the condition reversed, but while the Canadians have averaged no fewer than 66 marks per man, the opposite shots have scored an average of 64¾ marks. So that there is progress all round. I may here state that no one grudges the Canadians their triumph; on the contrary, there is universal rejoicing at their gallantry, pluck, and skill. The only regret we feel is that none but Canadians and Volunteers of the United Kingdom compete for the Rajah's Cup. The terms attached to the gift of His Highness are that it should be contested by three picked bodies, one representing the mother country, one India, and one from so many of our colonies as choose to send representatives; but India has as yet done nothing, and the other colonies, outside Canada, are equally silent. No doubt riflemen have always been an institution in Canada, and her existing position alongside the United States tends to make good drill and sharpshooting a matter of great moment, but until the Kolapore Cup attracts a wider range of rivalry, its object will hardly be served. For the great prize of the meeting, the Queen's, the shooting was at the shorter stages superlatively good; at the concluding competition at long range, 800, 900, and 1,000 yards, the riflemen did remarkably well against singularly adverse atmospheric conditions. There was a hot haze which enveloped the distant target in a sort of mist, and thus deceived more than one competitor. Ultimately the victor, Sergeant Michie, of the London Scottish, a clerk in a mercantile house here, won by a total of 65 marks. Three years ago 71 marks were scored by Angus Cameron, an Inverness Volunteer, and that total has never yet been matched. However the outcome of it all is that, as marksmen, the Volunteers have now reached a point of consummate excellence, and that nothing less than unpardonable mismanagement on our part can prevent us from now having a home defensive force absolutely without parallel for light infantry and skirmishing purposes in any civilized State.

The Parliamentary proceedings are beginning to show all the characteristics of the dying Session, but there is still a considerable attendance of members, and one or two matters of interest have yet to be discussed. On Monday night Mr. Gladstone performed the task familiarly known as the massacre of the innocents, and trotted out for execution several luckless measures, none of them however are of much importance, the principal being the Contagious Diseases Bill, the abandonment of which produced an altogether jubilant feeling among the members; some of whom, divided between what they considered duty to the public health and nervous apprehensions as to the effect which their votes might have among the shrieking sisterhood whose agitation disturbs so many constituencies, were in a singular quandary. The measures which will be passed are the Ballot Bill, the Scotch Education, Mines Regulation, Public Health and Licensing Bills. All these are, I believe, tolerably safe, though as respects the Scottish Education Bill, on which the Duke of Richmond has been working his wicked will in a strongly subversive sense, there will be much fighting yet over the amendments introduced by the Peers, and probably in the end a conference between the two Houses. Should the Ministry carry so much this Session, they will on the whole have done well. The Ballot, the Army Bill, and the saving of the Geneva Arbitration, of themselves constitute enough to give legitimate grounds for boasting, and the constrast between the opening, or indeed the middle, and close of the Session is certainly remarkable. At the same time it would be absurd to give all the credit to the Government. They owe much more to the reserve or indolence of the Opposition than to their own good management, and even now, with such visible results of the year's legislation before the country, Mr. Gladstone's Government has in no sense recovered popularity.

One of the subjects which promises to lead to a stirring debate is the Keogh judgment, for which topic Mr. Gladstone has set aside next Thursday. The Ministry are in a sore strait on this subject. There is no doubt that if Archbishop McHale, and the two other Roman Catholic prelates denounced by the Judge were to be treated like ordinary British subjects, they would be at once prosecuted by the Attorney General under the Act, and would have to take their chance of fine or imprisonment. But no one expects the Ministry to take this course and so face a storm of popular wrath in Ireland. They will put off saying anything as long as they can, and when they do speak out, will adduce many excellent reasons for doing nothing whatever.

Conciliation to Ireland at the expense of England and Scotland is still the rule in other than strictly political matters. On Wednesday we had the luxury of a new sensation in the shape of an announcement by the Marquis of Partington that Government seriously thought of buying up the entire Irish Railway system. This statement was made in reply to a motion by Sir Rowland Blennerhassett, who, like most other Irish Members, has been urging the point for some time. Lord Hartington did not in so many words promise to buy the lines, but he expressed himself as strongly in favour of doing so if it could be managed without paying an exorbitant price, and he added that, while he could not undertake to bring in a bill on the subject next Session, it should be placed in the foremost rank of the questions that required settlement. The effect of this language is clear enough. Government are virtually pledged, and the idea is kept dangling before the eyes of the Irish as one of the healing and conciliatory measures they have to look for from the present Ministry. Next Session, education; after next Session, the railways. As a dexterous political move the notion is not bad, but it of course wins no favour in England or Scotland, the people of which are utterly sick of the unscrupulous and shameless mendicity. I might almost add mendacity—of the Irish. Every agitation across the Channel culminates in a demand for public money; the latest, that for Home Rule, has been turned to that object. The cry of the Irish members has been: "The English Government will not give us money to develop our fisheries, nor will it buy our railways off our hands at a fancy price: therefore let us have Home Rule which will compel them to attend to our clamour. If a local Parliament does nothing else it will facilitate our efforts to sponge on the British Exchequer." Lord Hartington was weak enough to pander to this mischievous and discreditable feeling by saying that a strong argument in favour of Home Rule was furnished by the small amount of time devoted during the last two Sessions to practical questions affecting the interests of Ireland. As if Parliament did anything else in the first two Sessions of its existence but legislate on Irish matters! Unless English and Scotch business is to be absolutely ignored, it is difficult to see how more time could by any possibility be given to Irish affairs than has already been thrown away on them.

Among the business pushed aside to the very close of the Session is the statement, or, as the *Times* puts it, the "annual oration" of Mr. Grant Duff on Indian affairs. This will be launched early in August to a House of perhaps twenty members—since Colonel Sykes' death perhaps I should say nineteen.

The French loan is now expected in about a week, the price of issue, it is supposed, being, after deductions, equivalent to 82½ for a five per cent. stock. It will unquestionably be a success, and, one way or another, there will be considerable subscriptions from this side. The preparations for it have already led to some large withdrawals of gold from the Bank here, and to a demand for money which has been growing rapidly stronger during the past week. Much of this demand was precautionary, but it served to clear the open market of disposable capital and to bring a pressure on the Bank, in consequence of which the directors raised the rate half per cent. yesterday. It is now 3½, and may next week be again raised, since there are pretty certain to be large movements of bullion to and fro with a steady absorption of money until the big loan is subscribed. At the same time the mere fluctuations in the rate of discount do not excite much notice, and we have come to regard them as ordinary incidents, to be expected while the indemnity is yet unpaid. We shall have gluts one month and stringency the next, but neither lasting very long, and each tending to relieve the other.

Business, save in the iron districts, is generally dull, and even in them stagnation would be almost better than the present unhealthy and uncertain activity. The ironmasters are working for dear life to complete contracts, made not very long ago, but still in times antecedent to the existing outrageous era of high wages and fuel. I speak of contracts taken, say, three months ago, for it must be remembered that, dear as things then were, they have risen continuously since. The great coal problem is becoming more and more a "burning question," in more senses than one. This week there has been a further rise of 2s. a ton, and the best Wallsend are now 36s. a ton, just 14s. higher than used to be the invariable average price at midsummer. These things are gradually revolutionising our entire social economy, and some of the results are curious enough. The penny steamboats on the river, so familiar to all Londoners, are penny steamboats no longer: the managers have doubled the fares to cover the extra cost of fuel, and the well known boy will shout "ease her," "back her" over the heads of two penny passengers henceforth. The bakers, I believe, are going to raise the price of bread, and ironmongers, builders, architects, and scientific men, to say nothing of a great company of householders, are concentrating their mighty intellects on the solution of such tangled problems as how to get a kitchen range that will boil a little water or a saucepan of greens without the necessity of a fire big enough to roast an ox. The key to the difficulty, I believe, will be found in the economising of coal, not so much for household as for manufacturing purchases. Of a total consumption in 1869 within the United Kingdom of 97,000,000 tons, just 18,000,000 tons were used for strictly domestic purposes, so it is not there that waste is most injurious.

In cotton there are as yet no symptoms of recovery, although the import is this week less than half the consumption, and although it is matter of absolute notoriety that manufacturers hold very small stocks of the staple. The prospect of a four million bales crop in the States appears to be the chief influence weighing on the market, and it is also thought that the proposed impost on raw materials in France, which is almost certain to be carried, will check consumption there.

The liquidators of the London, Bombay and Mediterranean Bank, Limited, Sir Thomas Parkyns, Mr. James Cooper, and Mr. Archibald Stewart, have declared a third dividend of 1s. in the pound, making 4s. 6d. in the pound, payable on Monday next.

MILITARY LETTER.

(FROM OUR OWN CORRESPONDENT.)

LONDON, 19TH JULY.

THE experimental firing on the turret of H. M. S. Glatton has brought prominently before the public, what has for some time been known in well-informed naval and military circles, the fact that the studded projectiles used by our heavy sea ordnance not only destroy themselves but the guns also. Off Portland the Chief Lord Admirals, Sir Rodney Mundy and Sir Henry Codrington, besides a host of other professionals, had convincing proof that these projectiles, not the guns, are miserable failures. One journal goes so far as to state that the gun competitions are untrustworthy, and that figures have been tampered with, and the consequence of this falsification is that we possess a gun with a low velocity, a high trajectory, and a weak shot. The facts that the point of the bolt did not get through the backing, and that its base broke off and rebounded over the Hotspur, may readily be accounted for, and it can hardly be doubted that energy expended by the friction of the brass studs when they took the armour prevented the complete perforation of the turret. The stud holes weaken the missile, and consequently breaks up. The wonder is that, under such circumstances, the guns managed to drive the shot so far into the turret as they did. The first projectile that took effect broke up, and its hinder part, in company with a bolt-head, flew back far above the attacking vessel; the fracture was immediately by the front ring of studs, and must have been made after they had penetrated about three inches. The second shot appears to have broken up immediately it came in contact with the glacis-plate, leaving its head alone to go on with the penetration. We have evidently made a grand mistake in adopting the French system, and, like our neighbours over the water, have learned now, after a heavy cost, to not place implicit faith in official Gallic experiments. Mr. Goschen, although a Civilian with less than the average knowledge of seafaring concerns enjoyed by Englishmen, is like his predecessor, Mr. Childers, determined to see and judge for himself, so far it is practicable, and being a man of high sense of honour, is certain to order an inquiry into the facts about the big gun competitions. It was fortunate that he should have caught one of these impostors *in flagrant delit*. The committee will now have to explain the fact that they have adopted a principle, with their eyes open, which they knew from experiment, propelled its projectile at a lower velocity than any other gun in the competition. Though the machinery of the Glatton and the Scott carriages stood the test admirably, I cannot but think the turret will ere long be pierced, for even in this instance the inner skin was not bulged, a shower of bolt-heads was sent flying inside the turret sufficient to have placed at least five of its occupants *hors de combat*. The inside of the turrets will have to be hung with mantlets of rope or leather. I have since been told that the hen looked *gubra*, and no wonder after this iron shower.

The last number of *The Broad Arrow* has a clever skit on the Battle of Dorking model, written by a supposed resident at Watson's Hotel, representing the attack of Bombay. Happily the 10th June 1872 has passed, and the "City of Palaces by a Tropic Sea" is not a heap of ashes. Bombay is attacked by four American gunboats, two of which engage the Colaba and Oyster-rock batteries, whilst the other two anchor off Breach Candy, and soon the native town is wrapped in flames. The Magdala, firing truer than the Hotspur, sinks one of the gun-boats in the harbour with the first shot and the other retires. You are found in a disgraceful state of non-preparation though amply warned of the impending danger, and the future capital of India because of a too eager pursuit of the immortal rupee; because of the dread of responsibility; because of official timidity and municipal corruption, becomes and remains for years a sink of abomination and misery, a gigantic community of paupers, and a bye-word among the nations of the earth. Let those who are in power read this after-dinner story and lay it to heart, let it be "a word to the wise," for if any place in the wide world be open to attack and worthy of attack, it is Bombay. Let me ask, have you a crew on board the Magdala and seamen gunners able to fight her in a sea-way?

The autumn campaign will commence on the 14th proximo, when the Aldershott force will march out, and it is expected that its outposts will be in contact with those of the enemy in the vicinity of Salisbury about the 1st September. The columns will follow the routes of the well-watered valleys. I am informed that twelve battalions of infantry will be concentrated at Blanford, and a like number at Pewsey, the country between which has this week been carefully examined by Colonel Mackenzie, C. B., the Assistant Quartermaster General. General Sir George Buller, G.C.B., and Lieutenant-General Sir John Garvock, K.C.B., will command the opposing forces. The Prince of Wales, Prince Edward of Saxe-Weimar, Sir Charles Staveley, Sir Alfred Horsford, and Major-General Brownrigg commanding brigades. It is to be regretted that Major-General Lysons has no command, for he undoubtedly is one of the cleverest officers in the service and quite "the coming man." A flying column from Aldershott reached the camp at Wimbledon to-day, to take part in to-morrow's review. The shooting this year at Wimbledon has been far ahead of anything we have seen hitherto, and though the ground has once or twice been saturated by sudden storms, the weather has been very brilliant and the heat intense. When these rifle contests were first started foreigners were able to win enough to pay their expenses, but now they stay away knowing that ten years' training has put the English marksmen before all others. For the Ladies' Purse, Mrs. Pixley named her husband Captain Pixley (the Queen's prizeman of 1862), and he, shooting with a Mitford rifle—a weapon I have always advocated for our army—made six bull's-eyes and a centre at 1,000 yards. The shooting throughout the first stage of the Albert match was wondrously good, the winner scoring 27 at 200 yards, 27 at 600 yards, and 28 at 800 yards, within two points of all bull's-eyes. Sergeant Michie, of the London Scottish, carried off the Queen's prize with 65 points, a score which has twice been equalled and four times beaten. Cortis, the winner of the first stage, missed three times in succession, and the first three are Scotchmen. Winchester has won the Public Schools' match. The Rajah of Kolapore's Challenge Cup, which is contested according to the conditions of the gift, by teams from India, the Colonies and the United Kingdom, produced the best shooting and perhaps the most satisfactory result of the whole week. Canada alone elected to meet the mother country and sent eight smart useful looking riflemen to meet the eight who had made the highest scores of the three International teams in the recent match at Edinburgh. The team for the United Kingdom were one and all picked men, the *creme de la creme* of our riflemen, but after a display of such skill as we have hitherto never looked for, they were beaten by one point. The victors scored an average of 66¾ each, the losers 65·5, but one point less. On the English side Private Cortis put together the highest individual score of 74 out of a possible 84. The breech-loaders were easily beaten by the muzzle-loaders for the Whittington Prizes at 1,000 yards, but then all the latter were match rifles. Of the five who had used breech-loaders, four fired with the Mitford barrel and Westly Richard's breech action. The speedy introduction of a new rifle throughout the army is of the greatest importance, and I know of no better combination than this. I noticed one of the Canadians shooting very well at 900 yards with the Henry-Martini. In the exhibition tent there is a very artistic partly silver gilt cup, value 170 guineas, which has been subscribed for by a few of our City merchant princes, and presented to the Victorian Canadians, who have been entertaining the Duke and Duchess of Teck in their very pretty temporary home. The Prince Imperial of France, imitating the example of our Prince Arthur, goes with Her Majesty the Queen's sanction to Woolwich Academy as a cadet. The whole of the American squadron is to assemble in the Southampton water in the course of the next few days, and a public banquet will be given to Admiral Aldon and the officers. The Prince and Princess of Wales will visit the fleet. Godfrey, the modern Orpheus, and his scarlet-coated Grenadier band have worked wonders in Boston, and Admiral Englefield has returned from America, having boarded and guaged every war vessel the Yankees possess. Brigadier-General Adye, C.B., has been sent to the Crimea, ostensibly to visit the graves of the British officers there, but in reality to gain accurate information regarding the movements of Russia in the Black Sea. The important command of the Chatham district will shortly be vacant consequent on the retirement of Major-General Brownrigg, C.B., whose five years' tenure are completed, Major-General Sir J. L. A. Simmons, K.C.B., of the Royal Engineers and at present Governor of the Royal Military Academy, Woolwich, is spoken of as the most likely successor.

During the current week Earnest Boulton, of Boulton and Park notoriety, forgetful of the treatment one of the crew met with at the hands of a certain Colonel in the Guards of Leamington, had the impertinence to attempt to give an entertainment at Aldershott. Numbers of officers very properly determined that the fellow should not be heard, the gas was turned out, a regular "rough and tumble" row ensued, and Boulton was glad to make his escape as best he could. The following amusing, and I believe true, anecdote is now going the rounds of the Clubs and Messes. An officer was ordered the other day from one station to another on duty at the public expense. In his travelling claim appeared the item "Porter 6d." The War Office would not allow this charge. The officer wrote back that it was not "stout," but the cost of a porter for carrying his baggage from one station to another, and that had he not considered the public weal and chartered a cab the State would have incurred the expense of 1s. 6d. In due time the bill was passed and the officer was told that in future he should be more official and use the term "porterage" instead of porter. He, unable of course to resist the temptation, and not having the fear of Mr. Cardwell before his eyes, replied to the effect that he would do as he was ordered and asked to be informed if he should use the term cab (b) age instead of cab—of course a severe reprimand resulted as a matter of form. The Blues have been entertaining the Prince and Princess of Wales at Windsor, and after lunch they and the officers of the 9th Lancers exhibited their skill before their Royal Highnesses at polo or hockey on horseback.

At Wimbledon yesterday for the rapid firing prizes the Berkshire team, firing with the 4·50 Soper rifle, made the following unapproachable score. The previous trial of the same squad was imperfect, in consequence of the target of one of the competitors falling from the effect of the hail shot poured upon it. Soper, Gilkes, Stanniford, and Warwick fired, when Soper in three minutes fired 76 rounds, making one eye, 14 centres, and 48 outers, or 142 marks. Gilkes fired 97 rounds, making 13 eyes, 33 outers and 41 centres, scoring 254. Stanniford got off 84, scoring 5 eyes, 25 centres, and 41 outers, making a total of 177, and Warwick fired 81, making 5 eyes, 33 centres, and 39 outers, or 197 marks—thus these four men in three minutes fired 338 rounds, of which only 32 missed the targets and scored 770. Some Snider squads also fired, but scored only 269. The best team last year with the Henri-Martini under like conditions fired 184 rounds and missed 31. Colonel Chesney, R. E., has delivered a lecture before the Royal United Service Institution to show those who advocate military manœuvres in times of peace as a means of instructing both officers and men in strategy and tactics, that nothing was more unlike real war than a sham fight. By references to the Franco-German campaign he showed that theory, however exact it might appear, was frequently over strained in practice, and quoting General Codrington as his authority, he sharply criticised the peace manœuvres, which were carried out by the Germans themselves in 1869. The Duke of Cambridge, who presided, took up the theme and enumerated the difficulties under which an army manœuvring in England unavoidably laboured.

THE OPENING OF THE NEW TAPTEE VIADUCT.

(FROM OUR OWN CORRESPONDENT.)

ABOUT seven or eight years ago, the G. I. P. Railway Company opened across the Taptee a viaduct which had been eight or nine years in building. As its position on the Jubbulpore and Calcutta high road made it of great importance, no expense was spared on it, and indeed on its completion it looked handsome enough and strong enough, and there seemed to be no reason why it should not attain the average age of Indian masonry bridges. Two or three years, however, altered opinions about its stability; some of the piers began to crack, and to respect these signs of an "early grave," trains had to be eased-up considerably before crossing the viaduct. The mason-work had not been of the most thorough order, and the stone itself had proved crumbly and friable instead of the hard useful material it was supposed to be when it was dug from the trap beds in Taptee channel. This stone gave great trouble in blasting, but when put into the viaduct the action of the air seemed to have the worst effect upon it. Within the last year or two the condition of the bridge became more shaky, and one or two of the principal piers had to be clasped with iron and otherwise made firm. The railway authorities saw that the inevitable must be done quickly—a new bridge must be built; the old one was too far gone; and two years ago the way it was regarded received an illustration in an alarming rumour being set about that it had fallen right down into the bed of the Taptee whence it came! A contract for a new viaduct was entered into with Messrs. Glover and Co., the well-known contractors, and the time allotted for its completion was to be only twelve months, while at the same time the viaduct was to be strong and true.

Messrs. Glover have proved equal to the task, and it was to see the opening of the new viaduct that our own correspondent left Bombay on Monday forenoon and committed himself to the vehicles of the iron horse. He thinks he can best tell his story of what was done by speaking through the first person, and we have no objection to him doing so, it being a custom now tolerably well honoured in the observance that an "our own" should speak directly from his own little pulpit about the doings it is his special lot to chronicle. Very well. The trip to the foot of the Ghauts was of the usual uneventful nature—lines of cactus hedges, groves of palms, herds of water buffaloes, some wallowing in a half-mud mixture in the lagoons beyond Tanna, and others thudding over the fields with a coolie behind happy in a thick black-and-grey shawl thrown over his head and a stick in his hand; crowds of kites and crows, and here and there a kingfisher, or some little feathered fellow with a coat as bright as a Derby jockey's. Up the Thull Ghaut; no difference—plenty of rain, which formed lakes and rivers in the recesses of the huge plantain leaves, bickered down hill faces in brawling accumulations, and occasionally insisted upon taking a first-class passage through a carelessly open window; progress slow; air, moist and chilly; and imagination evidently incapable of rising above speculating on the effect of a peg on the human system among the hills. At Munmar we had several individual accessions to our party, all bound for the Taptee viaduct. I am here told that engineers have gathered from a great many places to assist on the occasion of the morrow, and if Captain Oldham, Deputy Consulting Engineer to Government for Railways, who sits there in front of a table laid out with papers in a carriage marked "reserve," be not going to be powerfully assisted, at all events his operations will be largely looked at. Three or four hours yet from Bhosawul. Lights are introduced, and sleep is the natural consequence. Suddenly there is much jingling among the "points," there is a rumbling sound as if that of entering a house, there are dozens of lights flashing about, we are asked for tickets, and find we are at our destination. Mr. Swan, District Traffic Manager, joins us on the platform, and asks where we are going to "put up" in Bhosawul. No place beyond the "station rooms"—there is no hotel, of course—suggests itself as an answer. But he has a better idea than that; there will be a crowd in the waiting rooms; he has a spare first class carriage or two; he will shunt these into an off line, and there we may sleep the sleep of the innocent cherub. This matter happily settled, a bit of supper is had at the refreshment rooms; we stretch ourselves; then we have coolies, lamp in hand, to show us to the carriages we are to sleep in. We fill all the seats, and most of us complain of being very tired. A railway carriage as a bungalow is a queer idea, and a few of its peculiarities proved that sleep would not come so quickly as weary heads could wish. Carriages are being shunted backwards and forwards close to your ear, there is always something moving, two or three hundred yards off a pack of jackals are having a concert, and, unlike the hounds of Theseus, it is unnecessary to say they are not "matched in the mouth like bells." The ear, however, is getting accustomed to even these strange noises, and sleep is at the threshhold, but unfortunately an old recumbent gentleman falls in with a young gentleman "who knows Inverness," and starts a conversation on mountain scenery in the neighbourhood of the Fall of Foyers at the ungodly hour of one in the morning. When Inverness was exhausted, a chaffing spirit who had been kept awake wanted the old gentleman "to try Peebles next," but exhausted nature had its way, and I, defiant of everything, went to sleep and dreamed dreams in which a conspicuous feature was a hunt after a pack of jackals up Cairngorm and Ben Macdhui on the back of a Ghaut engine. "Sahib! Sahib!" "Confound it, boy, is it time to get up already?" Dear me, so it is. It is half-past five, and in half-an-hour or so we shall be on the way to Taptee. We are soon all astir, and not one but has to tell of something that prevented his enjoying complete somnific bliss. One blamed that "blessed pump," another the "confounded shunting," another Inverness and its environs, another the jackals, another the native porters for screaming. But a light breakfast put us in better humour, and enabled us to saunter about the station till the train was ready for the viaduct. We observed what a handsome station Bhosawul can boast. Bombay has not one anything like it, I can assure you. It is lofty, airy, light, and clean, and a complete set of buildings are connected with it. Indeed, Bhosawul has several things in which she might be very well imitated by Bombay. There, on the other side of the line are the ornamental gardens, and not far from these is a building about fifty feet long which is used as a swimming bath, the water in which is as clear as crystal. At last the Viaduct train is ready. What a train! Never prince of royal blood had train like this. It is composed of three carriages, and six engines. The tenders have been taken off all but the first and last of the engines in order to get as compact a weight as possible, for they are to take an important part in the coming testing operations. There is a bustling into the carriages of gentlemen with levelling instruments, and then we are off for Taptee. In less than half an hour, we are by the side of the river. Two bridges span it—one is on the left, composed of white stone—the other on the right, made entirely of iron. The one on the left is the old and falling viaduct, and the one by its side is the new one. The latter looks remarkably slim. It is one long span—one long set of rails which are supported on gouty looking red cylinders. The Taptee, though low at present, appears to be a river which could knock the new viaduct off its long red legs if it chose to do so. It moves along sluggishly, the heavy brown water scarcely making a ripple as it flows among the innumerable rocks that jut over its surface—rocks which almost every day are favoured as basking places by some huge, lazy, open-mouthed alligator who has a sweet tooth for children and dead dogs. There are many prettier places in India than the Taptee at the spot where it is spanned on behalf of flying travel, but few are wild er and more barren. The six engines pulled up some distance off the entrance to the new viaduct, and the pilot engine, carrying Captain Oldham, Mr. Henry Conder, Mr. Dangerfield, Mr. J. Fox Bell, Mr. Gutersloh, and Mr. Clarke, drew to the front. There was a large crowd of natives, and these and a number of European gentlemen watched the proceedings at this stage with great interest, for every body knew that the first engine was about to pass along the viaduct. At length, at twenty minutes to seven o'clock, steam was got up, and this engine went on to the viaduct, crushing detonators at every turn of its wheels. The bridge looked so tiny, and the engine so big, that some people had a vague idea that the steam monster would break through the iron threads and go crashing from mid air to a place among the saurians. But these anticipations were unrealised—steadily and surely did the engine hold on its way till it traversed the viaduct from end to end. Then the whistle blew as if it would burst its brazen throat with joy, and after thus showing its delight on the safe completion of its journey, the engine returned and took its position in front of the other five, the last of which was in the care of Mr. A. Abbott. Preparations for observing the deflections of the bridge under a much severer test were then commenced. Engineers of experience took up positions on the old viaduct and directed their levels to certain points on the new. At twenty minutes to eight the whole six engines, representing an aggregate weight of about 260 tons, entered slowly upon the viaduct. They stopped on certain girders, and while stationary the deflection on that part of the bridge was noted, and then when the mass moved further on the amount of permanent deflection was observed. This process was repeated throughout the length of the viaduct, and the result was striking both as regards the uniformity of results from beginning to end and the excellence of these results. There is no use giving the details of the figures taken down by Captain Oldham, but we may state as general results that the deflection on the 62 feet girders was ¼ inch, and on the 146 feet girders 1 inch, while no permanent deflection was observable throughout. The next business was to test the viaduct laterally with trains moving rapidly along. Levels were again fixed, and the half-dozen engines were brought across the viaduct at a pace of fifteen miles an hour. Here again the experiments were most satisfactory, no lateral motion of the girders from the great concussion being at all observable. The engines once more resorted to their whistles for manifestations of delight, and "cock crow'd" as one might suppose a young but slightly asthmatic Titan would. After this they dashed along the half mile of airy tramway again, and then came back at a high speed, which gave them another opportunity for cock crowing in a way that must have proclaimed the fact to their brother engines at Bhosawul, fully three miles off. This may be said to have settled the morning's work, and to have formally opened this important addition to the great bridges of India. The viaduct is unique in India—not for the fact that it is iron, but because of the extent to which concrete has been used in the pillars. A sister bridge is being built departmentally by the G. I. P. R. Company across the Kistna. The Taptee viaduct was commenced in March 1871—the contractors, as we have already said, Messrs. Glover and Co., who were represented on the spot by Mr. T. P. Clarke. The railway Company's engineer was Mr. F. N. Gutersloh. The bridge contains twenty-eight spans of 62 feet girders, and five spans of 146 feet warren girders. Its total length is 888 yards. The girders are supported on cylinders, which consist of a mass of Portland concrete cement covered with 7-16th sheet iron strengthened by T-iron. Each cylinder for the larger spans is 10 feet 6 in. diameter at bottom, and 8 feet at top; the smaller cylinders are 9 feet 6 in. at bottom and 6 feet at top. The cylinders are all founded in the trap rock in the bed of the Taptee, and have a variation depth of from 14 feet to 30 feet. The work of sinking the cylinders, or rather the places for their reception, was one of some difficulty, but was managed in the usual way—viz., by damming off the water. Each cylinder is filled with the concrete up to within five feet of the top, when there is a mass of solid Ashlar, through which and down into the concrete the holding-down bolts of the bed girders are fixed. The large 150 feet spans were built on tressels on the river bed, and then hoisted into position by hydraulic machinery on the top of the piers—a work not of inconsiderable difficulty, each girder weighing about 33 tons. The whole bridge will cost about 13 lakhs. There were very few lives lost in its construction, and those labourers who did lose their lives met their deaths either from incautiously moving on the girders or remaining too near the blasting operations. The tallest of the cylinders are 84 feet high, and this is a height sufficient for Taptee's highest floods, which have only registered 60 feet, while the ordinary floods may be said to average 24 feet. Mr. Clarke and Mr. Gutersloh seem to have wrought very industriously to get the bridge finished within the contract time. Though the work was commenced in March 1871, yet it may be said to have taken only twelve months to finish, for it was actually ready in March 1872. This contrasts with the old viaduct, which took eight years to build. It is probable that this form of bridge will be popular in India, seeing that it can be run up so quickly and yet be possessed of strength equal to masonry, and that the only thing that requires to be found in this country is the labour. It may be worth mentioning that the spans of the new bridge have been made the same length as those of the old, so that the girders and ironwork on the latter may be utilised for a second line of rails on the new viaduct when the old one is dismantled. It has not been settled yet when the new viaduct shall be opened for general traffic, but Monday is mentioned as the probable day. The old viaduct would make a very good Government road across the Taptee, along the entire length of which there is no highway less primitive than a ford.

After the company returned to Bhosawul they were entertained to breakfast by the contractors. A large company sat down, and among those we noticed were—Mr. H. Conder, General Traffic Manager of the G. I. P. Railway, Mr. H. H. Swan, Mr. W. H. Middleton, District Traffic Manager, Captain Oldham, R. E., Government Engineer, Mr. Geddes, (Glover and Co., the contractors), Mr. Clarke, Contractor's Engineer for the bridge, and Messrs. J. Fox Bell, W. W. Maurice, E. D. Dangerfield, F. N. Gutersloh, G. I. P. Engineer of the Bridge, C. West, J. MacGlashan, J. Abbott, J. H. Edwards, G. H. Collister, C. Davis Read (Railway Magistrate), Humphreys Gill, J. R. Sandford, J. Blackwell, (Telegraph Superintendent), Spencer, &c., &c.

Mr. Dangerfield occupied the chair, and after a surprisingly good breakfast had been done justice to by appetites whetted with the successful morning's work, glasses were filled and

The Chairman called the attention of the company to the ceremony in which they had just been engaged, and was sure they were glad, as he was, that it had turned out so successfully. The manner in which the work had been done by the contractors to whom it had been entrusted was most creditable. From the very commencement of the undertaking he had never found it necessary to point out a fault, and if a suggestion were tendered by him he found the contractors were always ready and willing to meet that expression of opinion half way. (Applause.) It would be satisfactory for Messrs. Glover & Company to know that on the completion of the viaduct it had been acknowledged by him and others that they had devoted themselves to the labour in a thoroughly conscientious and satisfactory manner. (Applause.) In speaking of the firm he would refer particularly to Mr. Clarke, their agent. That gentleman required no eulogy, for his ability was known, but his services in carefully carrying through the Taptee viaduct to success should not be forgotten. (Applause.) Mr. Dangerfield alluded to the strength of the new viaduct in contrast with the old one whose early failure had necessitated so much additional expense to the company. He was certain that the new bridge would give a much better account of itself in the future, and he was proud to tell the gentlemen present that for his industry and ability Mr. Clarke had just been absorbed by Messrs. Glover Company into their eminent firm. (Great applause.) He congratulated Mr. Clarke upon this, but at the same time he congratulated Messrs. Glover for having secured so good a man as a partner. (Applause.) After once more alluding to the excellence of Messrs. Glover's work as regarded the new Taptee Bridge, and mentioning the name of Mr Gutersloh for his services in connection with Mr. Clarke, Mr. Dangerfield concluded by saying that he hoped the work opened that day would be such a success that there would be no new Taptee viaduct for many a day to come. (Applause.) He begged the company to join him in drinking the health of Mr. Clarke. (Great applause.)

Mr. Clarke returned suitable thanks for the honour the company had done him. He felt, however, he had only done his duty, and could not appropriate all the praise of the success of the viaduct to himself. A great part of that success was due to the exertions of the Resident Engineer, who from the beginning had not been absent from the works a single day, and had taken the most keen and active interest in every step. He begged to propose the health of Mr. Gutersloh. (Great applause.)

Mr. Gutersloh returned thanks, and in proposing the health of Messrs. Glover and Company, mentioned the other large undertaking they have on hand in Rajpootana in bridging the Jumna, which he hoped would turn out as successful an affair as the Taptee viaduct.

Mr. A. C. Geddes replied. He mentioned that Mr. Clarke would have charge of the Jumna Bridge, and this would give a certain guarantee that Mr. Gutersloh's hope about its turning out as well as the Taptee viaduct would be fulfilled.

Mr. Clarke then proposed the health of Mr. Fox Bell, Locomotive Superintendent, who briefly replied.

The Chairman proposed the health of the Consulting Engineer.

Captain Oldham, in returning thanks, referred in high terms to the new viaduct, and said he could only report upon it most favourably. (Applause.) At the same time he did not approve of all the material for the bridge being brought from England.

Mr. Geddes proposed the health of the District Resident Engineer, Mr. Dangerfield.

The Chairman returned thanks, and expressed the pleasure he felt in having round him men whose opinions he valued so highly. He then proposed the "Press and the Strangers."

The company then broke up, and for the most part returned to Bombay by the midnight train pleased with their trip and gratified at the kindness shown them by the Company's representatives.

MARAVILLA COCOA.—Opinions of the Press.—"Those who have not yet tried Maravilla will do well to do so."—*Morning Post*. "It may justly be called the perfection of prepared Cocoa."—*British Medical Journal*

MARAVILLA COCOA.—The *Globe* says, "Taylor Brothers' Maravilla Cocoa has achieved a thorough success, and supercedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest elements of nutrition, distinguish the Maravilla Cocoa above all others. For Invalids and Dyspeptics, we could not recommend a more agreeable or valuable beverage."

HOMŒOPATHIC COCOA.—This original preparation, which has obtained such a world-wide reputation, is manufactured by TAYLOR BROTHERS under the most homœopathic advice aided by the skill and experience of the inventors, and will be found to combine in an eminent degree the purity, fine aroma, and nutritious property of the fresh nut.

SOLUBLE CHOCOLATE, made in one minute without boiling. The above articles are prepared exclusively by Taylor Brothers, the largest manufacturers in Europe, and sold in tin-lined packets only, by Storekeepers and others all over the world. Steam Mills, Brick Lane, London. Export Chicory Mills, Bruges, Belgium.

BOMBAY.

GOVERNMENT MODEL FARMS.—A Marathi paper condemns the Government model farms as losing concerns, and not calculated to do any good worth the outlay.

CHIEF OF DHANGADHRA.—We see that the Chief of Drangadhra and the local Government are at arms' length regarding certain villages belonging to the former.

CHOLERA.—Two natives, who were attacked with cholera on Tuesday, died yesterday at Funnuswady. Apoorna, woman, residing at Mazagon, was attacked with the epidemic on the same day.

STRIPES.—Yesterday, at the Fort Police Court, a Goanese cook named Marian Francis was convicted of stealing a piece of wood, the property of Government, and was sentenced by the Senior Magistrate to receive eight stripes.

TELEGRAPH WIRES.—A great portion of the telegraph wires, running along the Falkland Road, was seen on Tuesday to be off the posts. Immediate information was given by the police to the branch office in the Bellasis Junction Road.

VAGRANCY ACT.—Frederick Peterson, a European, was yesterday charged before Mr. Connon with being a vagrant and wandering about without any visible means of subsistence, and was ordered to be sent to the Government workhouse attached to the House of Correction.

THE RECENT GANG ROBBERY AT PARDEE.—The *Surya Prakash* hears that the robbers who committed a gang robbery lately in the village of Pardee, in the Surat collectorate, have taken refuge in Damaun territory; and it suggests to the authorities to inquire into this matter.

VEHAR LAKE.—The height of water in the Vehar Lake for the week ending Saturday, the 3rd August, was 47 feet 4 tenths, the total rain fall up to same date being 49 inches 4 cents; in the corresponding week last year it was 47 feet 2 tenths, and the total rainfall 26 inches 99 cents.

NOTORIOUS CHARACTERS.—Yesterday, in the Fort Police Court, Nizam Ismail and Mahomed Mirza, notorious characters, were charged before Mr. Nana Morojee with stealing an embroidered skull cap, belonging to one Itoo Ramjee, and were sentenced each to six months' hard labour.

TRIAL BY JURY IN THE MOFUSSIL.—The *Arunodya* advocates the introduction of the jury system in all criminal courts, on the ground that the natives are greatly partial to this system. The paper thinks it would prove a great help to European judges and magistrates in dispensing substantial justice.

A DISHONEST BUGGYWALLA.—At the Fort Police Court yesterday, before the Senior Magistrate, one Crushna Ramjee, a buggywalla, was charged with stealing a watch belonging to Mr. John Sloan, chief mate of the ship

WEATHER AND THE CROPS.

The following epitome of the reports on the state of the season and prospects of the crops for the fortnight ending the 31st July 1872 is published in the *Gazette of India* :—

Rain has been universal during the last fortnight, and almost everywhere the report on the crops is very favourable. Sind has suffered somewhat from floods, and the floods of a previous period impair the other wise bright prospects in Orissa and Ganjam. In Bengal Proper, the Presidency and Burdwan Divisions, have suffered from want of sufficient rain, not only causing failure of the aus, or rainy weather rice, but imperilling the winter crops. Gujrat complains of excess of moisture, and a slight rise of prices is perceptible in that province. Cholera is reported in Cuttack and the north-eastern districts of the Madras Presidency, and cases have occurred elsewhere in places so widely separated as Darjeeling, Patna, and Bhopal. But the outbreaks do not seem to have been violent.

THE WRECK OF THE ENGLAND.

DECISION OF THE COURT OF ENQUIRY.

PURSUANT to the Government Notification, Marine Department, dated the 24th ultimo, which Notification appeared in the *Government Gazette* of date the 25th idem, appointing John Connon, Esq., Senior Magistrate of Police, and Captain F. W. Harvey, of the ship Altcar, to conduct an investigation into the circumstances connected with the wreck of the ship *England* on shore off Alibaugh on the 6th idem, the Court assembled on the days mentioned in the record of proceedings for the purpose so notified.

2. We find that the evidence, as is usual in such cases, is somewhat conflicting and contradictory. But upon the evidence, and in the exercise of our judgment, we find the following as facts.

3. The *England* was a full-rigged ship built of wood in Quebec in 1870 and registered in Liverpool the same year; registered tonnage 1816; owned by Robert Davies and others trading under the name of Hughes & Co., at Cardiff, and commanded by Mr. Ormand Chinham Thomas, who holds a certificate of competency from the Board of Trade, No. 11,677, dated 18th January 1855.

4. The *England* sailed from Cardiff on the 5th April last, drawing 22 feet water, laden with a cargo of coals and bound for Bombay. The voyage would seem to have been prosperous up to noon of July 5th, when the ship was by observation in latitude 17·56 north. They had no sights for chronometer, but at 3 P.M., the position by dead reckoning was longitude 70·42 east. The ship was steered from that position east-north-east true, when at day-light of July 6th they had, on sounding, sixteen fathoms, mud bottom; weather thick and hazy. At about 10 A.M. the steering being east-north-east, land was reported bearing east by north, and this land was supposed to be an island.

5. The weather continued thick and squally, the land being at times totally obscured. The ship was hauled up north-east by north, the wind being from south-west. At about 11-15 A.M. a Fort was seen ahead, and shortly after the firing of guns was heard. During all this time soundings were regularly decreasing. Two boats were seen approaching the vessel. These turned out to be life-boats despatched from Alibaugh. The Captain mistook them for dubashes' boats from Bombay. The men on board the life-boats appear to have made such signals as they could but those signals were not understood or were not attended to on board. The boats were alongside a little after noon when almost immediately after th evessel struck and remained fast. It was found that she was in Alibaugh bay, about a mile from the Fort and half a mile from the nearest beach. Here she eventually became a total wreck.

6. In explanation of these circumstances and of this conclusion the master says that he made a mistake as to the land first seen, which he took to be Kennery, but which was really Korley Hill at the south entrance to Chowl River, and that, acting under this impression, he continued standing in till he made the Fort, which he took to be Colaba, and he took the firing of guns as a warning to keep clear of the Thull Shoal.

7. We called as a witness Mr. Jolley, second Assistant Master Attendant and Harbour Master, who was a pilot for twenty years, attached to the Pilot Service in Bombay, one therefore who has had many years of continuous experience of the ways and means of making this harbour in all seasons and weathers. Mr. Jolley states that there is little or no resemblance in land southward of Bombay to the land at the entrance of the harbour, but still, he does say, it was possible for a stranger, little acquainted with the coast, coming from the westward, to mistake, in thick weather, Korley Hill for Kennery Island, and in this opinion Mr. Jolley was supported by Captain Teasdale, now commanding the coasting Steamer *General Havelock*, but both those witnesses, upon whose evidence the Court relies with entire confidence, more especially Mr. Jolley's, on account of his long experience and established high character in Bombay, give as their opinion that the soundings taken should have pointed out to the Captain the well known and often described channel into this harbour.

8. It is in evidence that the soundings decreased steadily from ten fathoms to eight, seven, five and a half four. Captain Thomas says that he never heard called less than five fathoms. But even at five fathoms, taking into consideration the state of the tide, (it was high-water springs with a rise of twelve feet,) and which rise and fall, the captain admits he did not allow for, a glance at the chart should have made him aware that he was running into danger. It does not appear that he took this precaution; and if he did, it must have been when it was too late.

9. Taking these facts into consideration we have come to the conclusion that the master committed a grave error of judgment in assuming so hastily as he did that the land first seen was Kennery Island; that without sights for time and in avowedly thick weather, (the land being at times totally obscured,) he continued standing into decreasing water until he made a Fort, which, continuing his error, he rashly concluded to be Colaba, while he took for dubashes' boats from Bombay the life-boats sent to him from Alibaugh, which Life-Boats do not resemble dubashes' boats in any way.

10. The Captain was asked if he did not think that from the position where he supposed himself to be, while standing in, he should have seen the light-ship and pilot schooner, when he said that he deemed the light-ship had been driven away from her moorings, and that the schooner had been set into the harbour by the flood tide. He had no reasonable ground, in our judgment, for coming to these conclusions.

11. The foregoing appears to be "a full statement of the case" within the meaning of Act I of 1859 (section 102) under which this Court has been specially convened, and which we are required by that Act to "report to the local Government," with our "opinion thereon accompanied by such report, or extracts from the evidence, and such observations as they [we] may think fit."

12. The full record of the evidence accompanies this.

13. If we are sitting solely under the Indian Act, we report that in our opinion Captain Ormand Chinham Thomas acted rashly and unadvisedly in not hauling his ship to north-westward while in nine fathoms water, or as soon after as he could, when he found, or when he ought to have found, that the water was steadily shoaling. On this ground we feel constrained to say, that, in our opinion, his certificate should be suspended for a period of six months, reckoning from 6th July last.

14. We have had, as usual in such cases, the great advantage of the assistance of the Government solicitor, in the conduct of this enquiry. Mr. Manisty, solicitor, and afterwards his partner, Mr. Fletcher, appeared for the Captain, and although, in such inquiries there are not parties before us, as in ordinary cases of litigation, we were glad to have the assistance of those gentlemen as well.

15. At the end of the inquiry Mr. Fletcher contended that our jurisdiction was limited by the terms of the notification in the *Government Gazette* which we have already cited, and that we have no authority under the English Acts of Parliament.

16. We did not think it necessary or desirable to discuss in Court the construction of Acts of the Legislature, English and Indian, bearing on the subject of our appointment to conduct this inquiry, and therefore in that respect we come to no definite conclusion. Nor do we now take upon us to define the extent of our jurisdiction, though we submit respectfully that it is very desirable to have an authoritative declaration as to what is the jurisdiction of such Courts, with a view to regularity in any future proceedings; But—

17. If we have any authority as a Court under the English Merchant Shipping Act 1854, and unner the English Merchant Shipping Act, Amendment Act 1862, we hereby exercise the power, specially conferred under the latter Act (section 23, clause 1) and absolutely suspend for six months from the 6th July last the certificate of competency No. 1,167, and dated 18th January 1855, now held by Mr. Thomas, master of the late ship *England*, as a master, this decision being understood to be subject to the approval or otherwise of His Excellency the Governor of Bombay, and afterwards, if approved of by His Excellency, subject to the approval or otherwise of the Board of Trade.

18. Writings which could not have been received as evidence in contentious business in any Court of law were offered to us as evidence of the previous good character of Captain Thomas and of the high estimation in which he has been held, not only as a shipmaster but otherwise, for years, by persons who have known him, so as to justify them in speaking so. We did not receive those writings as evidence, but on hearing them read we had no doubt whatever that Captain Thomas has borne a good character for years, not only as a seaman but in every way, and we have been influenced by that belief in our suggestion or decision as to the punisment now due to him, in our opinion, on account of the grave error which we find that he has committed.

19. It appears that the ship was not insured.

20 The first and second officers of the late ship have done nothing, so far has we see, to merit censure. They were on the deck as the ship was going on to destruction, but they were amenable to all proper discipline. Their certificates, acordingly, which were given up to us, have been returned. No misconduct has been imputed to the crew up to the time of the wreck. And the Captain having been in full charge of the ship during all the time we have specially reported on, must be charged solely and wholly with the responsibility of all that followed, as to which it does not appear to us that we have anything further to report or decide.

JOHN CONNON,
Senior Magistrate of Police.
F. W. HARVEY,
Captain of the ship Altcar.

THE JUSTICES AND THE MAIN DRAIN.

VERJEEVUNDASS MADHOWDASS *vs.* THE JUSTICES OF THE PEACE FOR BOMBAY.

THE plaintiff in this suit claims damages from defendants for loss of rental of his two bungalows situated at Lovegrove, Worlee, by reason of the nuisance arising from the Main Drain and pumping station there; and asks for an interim injunctional order to restrain the Justices from discharging the sewage into the sea at Worlee. The hearing commenced on Thursday last before the Hon. Mr. Justice Green at the High Court, and occupied five entire days.

Mr. Anstey and Mr. Latham, instructed by Messrs. Hearn, Cleveland and Peile, appeared for the plaintiff; and Mr. Marriott and Mr. Farran, instructed by Messrs. Leathes and Crawford, appeared for the defendants.

Mr. Anstey, in opening the case for the plaintiff, said the plaint stated the plaintiff to be owner of certain lands and buildings situated at Worlee and known as Lovegrove, comprising two bungalows and their appurtenances. The plaintiff had been in the habit of letting both bungalows, and the same were for thirty years or thereabouts previous to the year 1869 occupied by the members of the firm of Messrs. W. Nicol and Co., merchants of Bombay. Down to the year 1868 the sewage of Bombay was discharged into the sea by means of the outfall known as the "old outfall" at ebb-tide, and by this system the sewage was carried out by the ebb-tide to a distance from the shore sufficient to prevent its returning with the flow of the tide. In the year 1868 the defendants completed and commenced to use a new low level masonry drain, through which the sewage had since been discharged into the sea at low water mark, by means of a pumping apparatus, through a masonry culvert, described as the "new outfall sewer." The principal feature was the pump, which worked day and night. In consequence of the lately extended system of drainage established in Bombay, the sewage discharged had been of a far greater quantity and of a far more offensive nature than that which was formerly discharged through the old outfall, and since the commencement of the new system the sewage had been discharged into the sea at all periods of the tide, and not at ebb-tide, as was formerly the case, and the plaintiff estimated the quantity of sewage matter discharged into the sea in one day during the dry season at from 4½ to 5 millions of gallons. Since the filing of the plaint the report of the Executive Engineer had shown the quantity to between 7 and 7½ millions of gallons, and he would ask his lordship's leave, if necessary, to substitute the latter for the former number. The outline of the sea coast on the west of the plaintiff's premises curved inwards, so as to form a bay, and during the dry season the current along the coast ran from north to south, and the prevailing winds blew from the north-west, and in consequence the sewage matter pumped up, and discharged as aforesaid at low water mark, containing as it did a very large quantity of solid matter, was floated at the flow of the tide, and deposited on the foreshore to the north-west of the plaintiff's premises, where it putrified. In the month of March 1869, the firm of Messrs. Nicol and Co. vacated the two bungalows which they had occupied at a monthly rent amounting at one time to Rs. 600, and afterwards of Rs. 450. They so vacated the bungalows on account of the stench caused by the sewage, and for no other reason, and the said bungalows have since been, and, now are vacant, despite the constant efforts of the plaintiff to procure a tenant for the same at very low rents. The bungalows were in fact rendered uninhabitable by reason of the stench. The plaintiff was apprehensive that the nuisance would be greatly increased as the area in Bombay, subject to drainage, is made more extended. The plaintiff, therefore, prayed that the defendants might be ordered to pay to him the sum of Rs. 10,000 by way of damages, sustained by reason of the loss of the rental of the said bungalows since its vacation by Messrs. W. Nicol & Co.; that the defendants might be restrained by an order of the Court from discharging, or permitting to be discharged, sewage, or other offensive matter, into the sea through the new outfall sewer; that the defendants might be ordered to pay to the plaintiff the sum of Rs. 1,25,000 in respect of the permanent and prospective injuries and damages caused by the making and maintaining the said drainage works, mentioned in the 4th paragraph of the plaint. The written statement attached to the plaint was verified by Mr. A. T. Crawford as Municipal Commissioner for the city of Bombay. The defendants admitted the ownership as laid in the plaint. They also admitted that the sewage of the greater part of the native town was discharged from the old outfall from the year 1842 till the year 1863, and stated that the outfall had become quite inadequate for that purpose, and that the Municipal Commissioner, in exercise of the powers given to and vested in him by the Bombay Municipal Act of 1865, had constructed the pumping apparatus and culvert described in the 4th paragraph of the plaint as "the new outfall sewer," and that there did not exist any other means for the removal of such sewage, and that it was essential that the same should be discharged into the sea at all periods of the tide, and not at ebb-tide only.

Mr. Farran—In the sixth paragraph of the defendants' written statement the question is raised as to whether the Municipal Commissioner alone is not the proper person against whom the suit should be brought.

Mr. Anstey—I will ask that the Municipal Commissioner may be added as a defendant if your Lordship will give us leave.

Mr. Farran—I object to the Municipal Commissioner being added as a party, inasmuch as he does not appear as a party. I do not appear for him, and therefore cannot say whether he would wish to defend the suit or not, and I apprehend it is impossible to make him a defendant without giving him notice. Under the Act of 1865 a month's notice must be given to him.

Mr. Anstey—Notice was served on the 25th of January 1871 on Mr. Crawford's assistant, and on the 26th of January on Mr. Crawford himself.

Mr. Farran—Both notices were addressed to the Justices of the Peace for the city of Bombay.

Mr. Anstey—As far as the notice is concerned it is a good notice, whether addressed to Mr. Arthur Crawford himself or to the Justices of the Peace, as the Justices can do nothing without their Commissioner, nor can he do anything without the Justices. Secondly, when property is acquired by the Municipal Commissioner, it is declared to be vested in the Justices of the Peace. The notice is not only addressed to the Justices themselves, but is worded "to each and every one of you," and goes on to say—"that after the expiration of one month next, after this notice shall have been left at the office of the Municipal Commissioner, and of you such Justices aforesaid, we are instructed to file an action against you the said Justices, and such of your staff, employés or servants as may be necessary to recover from you damages"; and, lastly, in paragraph seven, the allegation of the defendants that the suit should have been instituted against the Municipal Commissioner is a direct waiver of all rights to a notice to the Commissioner alone.

The Judge—When was the suit instituted?

Mr. Anstey—The plaint was affirmed on the 26th of April. It would appear that it was not as is the general rule presented, but was lodged with the officer of the Court. It has been decided in the High Court at Calcutta that the time is saved if the plaint has been presented or tendered within the time allowed—although not accepted for several days after.

After some further discussion, his Lordship said he thought he might take it as lodged on the 26th.

The Judge—Then if you propose to add the Municipal Commissioner, he has not been served, and you can't make him a defendant without giving him due notice.

Mr. Farran—This is a notice to the Justices about an action to be brought against them and their servants—not against the Municipal Commissioner—and according to the Act he is not a servant of the Justices.

The Judge—There certainly was no suit commenced against him after the cause of action was notified.

Mr. Farran—That would be a defence for the Municipal Commissioner. If the suit were only against him, I think I should be able to show your lordship that he was not liable. All executive power is concentrated in him, and consequently if he is to be sued for an action done as Municipal Commissioner, he is entitled to notice, and I contend that the Justices are not the proper persons to sue.

The Judge—What I understand you want to do, Mr. Anstey, is to add the Municipal Commissioner as a co-defendant. No one appears for him, and no notice has been served on him. I cannot go on against him, unless he is served with a summons and made a party.

Mr. Anstey—I see your lordship's objection is a good one, and to prevent any loss of time I will not press my application.

The Judge—It is quite clear that it must be fought out. If this objection is upheld, the suit, as against the Justices, will be dismissed, and must be proceeded with against the proper parties.

Mr. Farran—It is quite possible that if the suit is dismissed the Municipal Commissioner might wish to settle matters. He might find himself in a position to do so. There is very little doubt but that my learned friend will find that the suit has been wrongly instituted, and will have to be withdrawn, and then the Municipal Commissioner must decide whether he will defend the suit or not.

The Judge—Then I understand that you withdraw your application with regard to the Municipal Commissioner being made a party?

Mr. Anstey—Precisely so. With regard to what my learned friend has said regarding the settlement of the matter, he knows very well that all possibility of such a settlement is at an end, as will be seen from the correspondence which passed through the same solicitors who are now instructing him.

Mr. Farran then raised the following issues on behalf of the defendants:—

Whether the defendants are not entitled by prescription to discharge the sewage in the manner described in paragraph 4 of the plaint?

Whether any nuisance has been caused to the plaintiff by the change in the manner of discharging the sewage till the year 1868?

Whether the defendants are not justified, under the provisions of Act II. of 1865, in discharging the sewage as stated in paragraph 4 of the plaint mentioned, without incurring any liability to compensate the plaintiff for any damage sustained by him in consequence thereof?

Whether the plaintiff is entitled to recover any and what damages for the alleged wrongful acts of the defendants?

And lastly, whether the plaintiffs are entitled to the injunction prayed for in the second paragraph of their plaint?

Mr. Anstey opened the plaintiff's case. He said—The land on which the two bungalows in question stood was said to cover 7,000 square yards, and it would be proved to his lordship that the bungalows had been standing there for upwards of thirty years, and that they occupied about 1,000 square yards. It would also be shown that the situation had always been considered one of the most salubrious and desirable situations for a dwelling-house for the higher classes in the island. The nuisance complained of was of a private nature, or of course the suit could not be brought. It was a private nuisance to the plaintiff, because it was a common one to the public, and a nuisance to all the world. He might at once state that he relied very mainly on that in answer to the contention which would be raised by his learned friend on his third issue. The evidence would satisfy his lordship that the nuisance was one against the common good. He would show that the flats were far enough away from Worlee and Lovegrove, which had been used for the occasional deposit of sewage, and the latter place was resorted to only in consequence of the savage opposition of the inhabitants to the local authorities. It would be shown that down to 1868 the defendants, no doubt without any legal authority, were in the habit of using the old outfall for the purpose of carrying out to sea sewage collected by their main drain and its feeders, which was let out through two sluices, which were only opened when the tide began to ebb, and with the ebb-tide all deposits were carried out to sea, the sluice gates being opened seven or eight hours out of the twenty-four. The sewage had by that time gone too far out to sea to be easily carried back to the place from whence it came, and it was only while the sluices were opened that any nuisance was apparent, and then not to those to windward of the sea. The sewage was not then pumped up or stirred up by machinery. And lastly, the discharge took place immediately into the water itself, and was not allowed to remain in a kind of factitious or artificial cesspool as now. It would further be shown that the old outlet discharged only a portion of the sewage, the remainder of which went to Colaba, Back Bay, Boree Bunder, &c., as yet even to the present day there were portions of drainage unconnected with the main drain, which it was the avowed intention of the defendants to do, he knew not where; or else it was removed by those unsightly conveyances, which one saw at all hours of the day called night carts, because always seen in the day. The logic of the case of the defendants was that all the rest of Bombay was in arms against the removal of any sewage except to Lovegrove, because only one inhabitant dwelt there. On these subjects an attempt had been made to induce the Courts of Justice in England to hold the end sanctified the means. (Mr Anstey then proceeded to cite English cases bearing on this point of the question, in one of which the Lord Chancellor had said that the effect of his order would be to compel a local Board to resign.) May God grant, my lord, that such may be the case in the present instance. Immediately upon the new system being brought into use, and the apparatus connected with it erected, the natural consequences had followed, and that which before had only been a nuisance to the Byculla Club, speedily became in so flagrant a state that in 1868 Mr. A. Brown wrote to complain to his landlord, and desired him to put himself in communication with the Municipal Commissioner. He had done so, and had failed, like all others who had communicated with him, to produce any effect. And what had been the result? The members of the solvent firm of W. Nicol and Co., who had resided in the bungalow for upwards of thirty years, were obliged to leave, and since then plaintiff had been unable to relet his bungalow. One gentleman, Mr. Campbell, would tell his lordship what had saluted his nostrils when he went to see whether he would take the house at Rs. 100 or Rs. 150 per mensem: he actually could not stand it. Since then there had been an aggravation of the mischief, as formerly now it was deposited on the foreshore. All filth that was deposited there was simply deposited in the sea. The witnesses would point out to his lordship where the new works began—suffice it to say that the seething and putrifying mass was forced, by means of this pump, up into another pipe or channel, which was open, and discharged into the main drain, and it happened continually that when the new drain was insufficient to convey off the sewage, the charming spectacle of the two running side by side, filled to the brim with polluted matter, might be seen. It seemed that this centrifugal pump had not long been in working order, and was only erected so late as 1870, for in the report of the Municipal Commissioner for that year, he observed that under the heading "Executive Engineer's Department, the official spoke of the pump as "she"—"she," he was happy to say, was now in thoroughly working order; "her" capabilities had been tested. Some of the witnesses would describe to his lordship the result of an ocular inspection. The effect of the pumping was to embody all the filth which ran forth at all times, and if the tide were not ebbing the filth did not go away, but remained, and the consequence was that the whole of the place was covered with it, and it followed that there was no period of the day or night when the nuisance was absent. He had not yet called his lordship's attention to the effect that salt water had in those organic substances. According to a translation of a book written by a gentleman named Mr. Kyepp, whom he believed was an authority on sewage questions, it appeared that salt water tended to pickle those substances. The salt would delay the combustion, as it did always, so that noxious substances were preserved to an interminable period, changing the atmosphere of the coast into a pestilential generator dangerous to life. That was the position of the once charming residence of Lovegrove. In the year 1865, the then Board of Conservancy were indicted for creating a nuisance, but were acquitted by the jury, who recommended them to devise some means of abating the nuisance complained of. (Mr. Anstey here quoted at some length from Mr. Conny-beare's observations on the sewage question.) He had only one word to add on the defendant's case, which depended wholly on correspondence, with which he would not trouble his lordship, as it would have to be read as part of the evidence. He would merely mention that the last document in that correspondence was a certain resolution of the Justices by which they bid defiance to the plaintiff and refused all ideas of compromise whatsoever. He had shown in the course of his argument that the Justices were liable. It was clear that as they had consented all through to the construction and using of the outfall in question, and by their last resolution had refused the plaintiff that which they had the means of granting—compensation—they were all liable to the consequences of that nuisance, as any person who was concerned in the making or maintaining a nuisance was himself a principal wrong-doer—Government was a wrong-doer—as it had given its sanction to these "Drainage Works." With regard to the question of damages he would prove to his lordship that at least a loss of Rs.400 per mensem had accrued to the plaintiff for some years past. If his lordship should be pleased to order an injunction instead of compensation, the plaintiff would be satisfied. The moderation and fairness of the plaintiff's own estimate would be apparent from the fact that until 1868 he had been in receipt of a rental of not less than Rs. 400 per mensem, and at one time of Rs. 600, and this during a period of at least 30 years—that was a fair and ready method of estimating what amount of damages the defendants must pay. He would ask that an injunction if granted might go commanding them to abstain from working the drain in a manner prejudicial to the plaintiff—or that if they continued to do so that they should pay him Rs. 400 per month until such time as they remedied the nuisance—this without prejudice to plaintiff to ask payment of every farthing of the damages sustained by the long vacancy of the bungalow. He apprehended that the view which his lordship would take of the question would be a just and equitable one, and that his award would be in favour of his client.

Mr. Marriot t—I do not know whether your lordship will try the cause in the first issue, as in the event of that being found in favour of the defendants the suit cannot be sustained.

Mr. Anstey—That cannot be determined without going into evidence. Your lordship cannot know what has been the amount of the participation, although any person who chooses to make himself a party to the doing of a nuisance is a party to the action.

The Judge—I think we had better hear the evidence.

Mr. Anstey then proceeded to call evidence on behalf of the plaintiff.

(To be continued.)

INDIAN ITEMS.

CHEYAUR BRIDGE ACCIDENT COMPENSATION.—From the Administration Report of the official year 1871-72 on the Madras Railway, it appears that, during the year, Rs. 24,200 were paid as compensation to the relatives of passengers who lost their lives in the Cheyaur Bridge accident in 1870.—*Madras Times*, August 5.

DAMAGE TO THE GREAT SOUTHERN OF INDIA RAILWAY PROPERTY BY THE CYCLONE.—In the Administration Report on the Great Southern of India Railway for the official year 1871-72 it is stated that the cyclone which swept over the Eastern portion of the Tanjore district on the 6th November last, caused damage to the Company's workshops and other buildings at Negapatam to the estimated amount of Rs. 10,000. —*Ibid.*

THE HOLKAR (STATE) RAILWAY is making rapid progress, particularly on the portion south of the Nerbudda, which might possibly be ready for traffic early next January, unless delay arises from the want of fishplates and spikes, which *rather* important items in railway construction appear to have been forgotten for this line. Whether this is an example of the bungling of the Stores' Department at the India House, or is owing to mistakes in this country, will be best known in the P. W. Secretariat.—*Pioneer.*

IT is rumoured that the Government of Bengal, in the General (Roads and Buildings) Branch of the Public Works Department, has selected Babu Madhub Chandra Rai, B.C.E., Executive Engineer, 4th grade, at present attached to the new High Court Buildings, 2nd Calcutta Division, to be the Executive Engineer of the amalgamated districts of Hooghly and Howrah, recently organized. The head-quarters of this office will be stationed at Hooghly. The works in Howrah and the Royal Botanical Gardens, which have hitherto been included in the 1st Presidency division, will be taken away from that office, and included in the office of the Executive Engineer of the Hooghly and Howrah districts. Mr. Benjamin Clark, Assistant Engineer, 1st grade, will be attached to the new High Court until its final completion. The centre tower is being rapidly completed.—*Englishman.*

A MOST BRUTAL MURDER.—On Tuesday last a native woman was murdered in cold blood at Salkia. The unfortunate deceased, it appears, had, a few days prior to the occurrence, come down from up-country to meet her husband, who was living at Salkia, and had another female under his protection. This woman, through jealousy, hired two up-country men, and promised to pay them the respective sums of Rs. 100 and Rs. 25 each to murder the wife of her paramour. On the evening of the murder she told the deceased at about 6 P.M. to accompany her and her two hirelings to the Howrah Railway-station, for the purpose of returning by train to her country. The deceased accordingly agreed to accompany them. On the way they misled the unfortunate woman, and carried her to a grove situated in an open field, where they threw her down, and the female defendant applied the knife to her throat, while the male defendants held her down, but being unable to carry out her object successfully, as life was not extinct, she then requested one of the male defendants to sever the head from the body, telling them that if they let her go, and she survived, she would get them all hanged. After the deed was committed, they threw the body into a ditch about four feet deep. On Friday last they were placed before Babu Gourdas Baisak, Deputy Magistrate of Howrah, before whom they made a confession of their guilt.—*Ibid.*

THE CAMP OF EXERCISE.

NOTWITHSTANDING the doubts expressed about the Camp of Exercise being formed at Hussun Abdul, we have reason to know that all arrangements have been made for it, sanction has been given to the original site selected; the Commissariat and Ordnance Departments have received orders to make arrangements—the only difficulty if any exists being about the necessary supply of water and provisions. We believe that there will be a considerable reduction in the number of the Punjab Frontier Force from that originally intended. Had the original plan been adhered to the frontier would have been denuded of troops to a somewhat hazardous extent; the Frontier Force will now lend about 3,500 men of all arms. With this exception the arrangements will stand as we first announced them, and we hope shortly to furnish full particulars in detail. —*Civil and Military Gazette.*

UNEMPLOYED OFFICERS.

THE following appears in the *Gazette of India* :—

The Government of India having been in communication with the Right Hon. the Secretary of State in regard to the measures to be adopted towards reducing the number of unemployed officers of the armies of the three Presidencies, the Governor-General in Council is pleased to publish, for general information, the following orders containing the final decision of Her Majesty's Government.

2. Her Majesty's Government have decided not to offer any additional inducements for the retirement of unemployed officers, and that all officers of unimpeachable character and sound health, whose rank renders it difficult and, indeed, almost impossible, to find suitable staff employment for them in the present state of the service, shall nevertheless continue in the service, and at the disposal of Government, under the existing regulations, so long as they retain their present fitness for active employment, and are prepared to discharge whatever duty the Government may think proper to call upon them to perform. Such of these officers as have attained, or may attain, the substantive rank of Lieutenant-Colonel, should they still continue unemployed, will have the option, as a temporary arrangement, of residing out of India upon British pay until their services are required, with the understanding that the time passed under these circumstances will count towards retiring pension as well as towards the Colonel's allowance, but they must be prepared to return to India for any active duty to which they may be called.

3. Unemployed officers who are ineligible for public employment, by reason either of clear misconduct or proved physical or mental inefficiency, or who have been removed from their appointment for inefficiency, or who have by distinct or undeniable misconduct rendered themselves ineligible for regimental employment, will be called upon to send in their application to retire upon such pension as they may be entitled to under the regulations, and, if they should fail to do so within three months from the date of their being so called upon, they will be removed to the pension list. Her Majesty's Government do not object to special consideration being shown in the grant of the next higher rate of pension to those officers who have, in the opinion of the Governor-General in Council, deserved well of the State by reason of the length and character of their previous services.

4. The Governor-General in Council is also authorized to grant to such officers as are not yet entitled to full pay pensions either the half pay pension of their rank, or such special annuities, short of the pension of a Captain, as may be appropriate in each case.

5. Early communications will be addressed to all unemployed officers with a view to carrying the above orders into effect.

6. Moreover, in order to remove one of the causes through which officers come on the unemployed list, Her Majesty's Government have directed the following change to be made in the present Furlough Regulations as far as they apply to Staff Corps officers:

"All leave of absence granted by competent authority will henceforward involve retention of appointment. No officer will be allowed, on the plea of private affairs, to extend his leave, upon whatever grounds such leave may have been originally granted, beyond two years, except upon satisfactory evidence of very urgent necessity.

The rule contained in the 2nd clause* of paragraph 13 of the Furlough Rules of 1868 will be in all cases strictly observed."

* "In the event of an officer not being able to return to his duty after an absence of three years, it will rest with the Right Hon. the Secretary of State for India in Council to order him to appear before a medical board with a view to placing him on the retired list if entitled to pension, or on the half-pay list.

"Should the circumstances of the case warrant a further extension of leave, it can only be granted without pay."

HEADS OF INTELLIGENCE.

(Home News, July 19.)

THE Scotch Education Bill has been discussed in committee, and reported with its amendments. The Commons' amendments to the Lords' amendments on the Ballot Bill have been considered by their lordships, and the bill has gone back to rectify certain verbal alterations as a matter of form.

In the Commons, in committee on the Civil Service Estimates, Mr. Eastwick has called attention to the state of our relations with Persia, with the intention of moving—"That in the opinion of this House it is expedient that the recommendation of the diplomatic committee of last year be carried out—namely, that the control of our relations with Persia be transferred to the India Office, or that the payments for the expense of our mission in Persia be readjusted." The motion was, however, negatived by a majority of 30.

Her Majesty is at Osborne with Princess Beatrice and Prince Leopold, but is expected to return to Balmoral in about a month.

It is reported that the Queen has bestowed Bagshot Park upon Prince Arthur.

Their Royal Highnesses the Prince and Princess of Wales have been present at the military sports in Windsor Park. They are about to visit the Duke and Duchess of Sutherland at Trentham next week, and with the Duke of Edinburg will arrive at Abergeldie Castle early in August. On July 17, their Royal Highness gave a grand ball at Marlborough House, and a few days previously honoured the Marchioness of Westminster with their presence at a garden party at Clieveden.

T. L. Seccombe, Esq., C.B., the Financial Secretary at the India Office, was yesterday appointed Assistant Under-Secretary of State for India.

Herr Bebel, the German Socialist leader, has been sentenced to nine months' imprisonment and the forfeiture of his parliamentary privileges.

The convention between Germany and Belgium, by which the latter power takes possession of the Belgian portion of the Luxemburg Railway, has been concluded.

An attempt to assassinate the King and Queen of Spain has proved unsuccessfull. Their Majesties are uninjured.

The reported abdication of the King of Spain is contradicted. Tristany, a Carlist leader, has collected 1,500 men in Catalonia, and has also exacted 10,000 dollars from the railway company.

The Genev a Tribunal resumed its sittings on July 15, but has decided upon keeping its proceedings strictly secret.

The Presidential candidature is proceeding with vigour in America, and the return of President Grant is considered probable. The trial of Stokes for the murder of Mr. Fisk took place a few days ago, but the jury were dismissed without being able to agree to a verdict.

The Erie board of directors in New York have ordered a thorough investigation into all the Gould contracts.

Difficulties are reported as likely between Brazil and the Argentine Republic, owing to the non-fulfilment of the Paraguay treaty of peace.

The appeals of Rajah Nilmoney Sing Deo v. the Government of India, Moulvie Ali Kurreem v. Syud Fuzloor Rahman, and that of Ranee Kissorea Debia v. Orpendro Narian and others, have been dismissed by the Judicial Committee of the Privy Council. In the appeal of Mulleka v. Jumeela and others, their lordships have reserved judgment.

The charges which were made against the chairman and secretary of the Ottoman Railway Company have been unreservedly withdrawn, and the prosecution will not be proceeded with.

An inquest has been opened on the bodies of the two women who were murdered at Hoxton last week, which is still pending. No traces of the murderer have been as yet discovered.

The midland counties have been visited with terrible storms and inundations during the past week. The heavy rainfall has also extended to various parts of the country, doing great damage to the crops of hay and corn, and several lives have been lost.

The strike in the building trade is still going on with all its former severity. The London postmen contemplate a similar movement.

The Bank of England directors have raised the rate of discount from 3 to 3½ per cent.

Mr. Massey has been the only witness under examination this week by the Indian Finance Committee, who are expected to meet to-day to consider their second year's report.

Two new Army Warrants have been issued relating to the promotion and retirement of officers of the Royal Artillery and Royal Engineers.

The volunteer review at Wimbledon has been a great success. The Queen's Prize was won by Colour-Sergeant Michie, of the London Scottish.

OBITUARY OF THE WEEK.—Lord Southampton; Col. W. H. C. Lye, Bo. Ret.; Col. J. Young, late Ben. Art.; Dr. William Turner, Roman Catholic Bishop of Salford; Col. W. Fraser, late 43rd Light Inf.; the Hon. Marmaduke Constable Maxwell; the Hon. Mary Alice Ponsonby.

THE PERSIAN MISSION.

(Times, July 15th.)

VERY few Englishmen, it is to be feared, take much interest in our relations with Persia, and it is highly creditable to Mr. Eastwick that he should have been able to bring together a House of more than 100 members for a debate on such a subject. The broad question raised by his motion was simply whether our Mission at Teheran should continue to be under the Foreign Office, or should be placed under the India Office, in accordance with the Report of last year's Committee on the Diplomatic Service. He prefaced this question, however, with an elaborate review of the diplomatic connexion between this country and Persia from the reigns of Queen Elizabeth and James I, down to the recent appointment of Mr. Taylour Thomson as successor of Mr. Alison. From this review, supplemented by the explanations of Lord Enfield, it would appear that until about the end of the last century such intercourse as we had with Persia was mostly conducted by the East India Company; that in the earlier part of this century it became more regular and was conducted by the Foreign Office, chiefly through Indian officers; but that since 1835, with the exception of a single year, the Foreign Office, retaining direct control over the British Legation in Persia, has usually employed members of the ordinary diplomatic staff. What, then, are the reasons urged in favour of the proposed change? It is said, in the first place, that all our interests in Persia are really Anglo-Indian rather than British interests, and that but for the maintenance of our Indian Empire we should want no Minister there at all. It is said, in the next place, that in the Indian service, both civil and military, we have a much larger field of persons qualified by their knowledge of Oriental languages and character to exercise influence at the Persian Court. It is said, lastly, that since the Indian Government contributes 12,000*l.* out of its own revenues towards keeping up this Mission, it ought either to be given the supreme direction of British policy in Persia, or to be relieved from this burden. The array of reasons urged on the other side, however, is at least equally imposing. Persia, we are told, is desirous of being admitted within the circle of Western nations, instead of being ranked among the comparatively barbarous States which surround our Indian frontier. Except on the Persian Gulf, where British India has a large trade and a Resident Agent, there is no point of immediate contact between Persian and Indian affairs; while, if the progress of Russia in Central Asia suggests a common danger, this danger concerns the British Empire at large, and not merely the British Empire in India. Indeed, it seems to be admitted that, whether the Minister at Teheran be appointed by the Queen or by the Governor-General, the consular services in Persia should remain under the Foreign Office, and this admission is cited by Mr. Cave-Wright as "showing the singular weakness of the whole case." One more official argument remains to be noticed, since it is submitted by Lord Enfield as decisive. He contends that Mr. Eastwick's proposal, apart from other objections to it, would reverse the sound principle which governs our dealings with Eastern Courts, including those of China and Japan—that wherever there are diplomatic representatives of other great Powers, England should be represented by a person bearing a commission from Her Majesty.

In weighing these considerations against each other, we cannot fail to observe that, after all, Mr. Eastwick's main object may be secured without adopting his motion. There can be no doubt that, for the most part, men of Indian experience are the most eligible for the Persian Legation, or that, in particular, Sir John Malcolm and Sir Henry Rawlinson held a position at Teheran which very few diplomatists of merely European training could have acquired. Mr. Eastwick relates an amusing story of the manner in which an Envoy of the Home Government procured an audience at the Shah's Court, though Malcolm had been refused, by a delicate intimation that he was the bearer of a magnificent diamond. Whether this story be strictly authentic or not, it is certain that Malcolm afterwards proved himself most capable of managing the Shah. Such men as Malcolm and Rawlinson, indeed, are rarely to be found in any service, but they are far more likely to be found in the service of the Indian Government than in that of the Foreign Office, even if subordinate posts at Paris or Berlin did not present higher attractions to the pupils of Downing street than undivided responsibility at Teheran. Mr. Gladstone himself virtually conceded that it would be wise as a rule to select Ministers for Persia from men of Indian training, though he laid unnecessary stress on the danger of special prejudices and traditions, as if they were confined to India. On the other hand, without att